



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

## MEETING MATERIALS

April 17, 2012

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION





## *Letter of Transmittal*

**TO:** Toll Bridge Program Oversight Committee  
(TBPOC)

**DATE:** April 10, 2012

**FR:** Program Management Team (PMT)

**RE:** TBPOC Meeting Materials Packet – April 17, 2012

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Herewith is the TBPOC Meeting Materials Packet for the April 17<sup>th</sup> meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.



**TBPOC MEETING**  
**April 17, 2012 10:00am – 12:00pm**  
**Antioch Bridge, 1771 Vineyard Drive, Suite 2, Antioch, CA**  
**TBPOC-PMT pre-briefing: 10:00am – 10:30am**  
**TBPOC meeting: 10:30am – 12:00pm**  
**TBPOC Tour/ Seismic Safety Completion Event: 12:00pm – 2:00pm**

	<b>Topic</b>	<b>Presenter</b>	<b>Time</b>	<b>Desired Outcome</b>
<b>1.</b>	<b>CHAIR'S REPORT</b>	S. Heminger, BATA	5 min	Information
<b>2.</b>	<b>CONSENT CALENDAR</b>			
	a. TBPOC Meeting Minutes: 1) March 1, 2012 Meeting Minutes* 2) March 8, 2012 Conference Call Minutes* 3) March 21, 2012 Conference Call Minutes* 4) April 5, 2012 Conference Call Minutes*	A. Fremier, BATA		Approval
	b. Contract Change Orders (CCO): 1) Self-Anchored Suspension Span (SAS) CCO 143 (Additional Work on OBG Deck Sections)* 2) Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 526-S1 (OTD Detour Westbound Roadway)* 3) YBITS No. 1 CCO 557-S0 and S1 (OTD Detour Westbound Demolition)* 4) BATA Light Pole Contract - Purchase Order Amendments 1 & 2*	D. Noel, CTC		Approval
	c. Final Project Progress and Financial Update March 2012*	A. Fremier, BATA		Approval
<b>3.</b>	<b>PROGRAM ISSUES</b>			
	a. Capital Outlay Support (COS) Update*	A. Banani, CT	20 min	Approval
	b. Architectural Items Update*	C. Endress, BATA	20 min	Approval
	c. Bay Bridge East Span Opening Memorandum of Understanding (MOU)*	A. Fremier, BATA/ S. Maller, CTC	10 min	Approval
	d. Peer Review Panel Update	T. Anziano, CT	10 min	Information
<b>4.</b>	<b>SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b>			
	a. Corridor Update/Schedule*	T. Anziano, CT	10 min	Information
	1) Yerba Buena Island Transition Structures (YBITS) No.2 Addendum Request*	T. Anziano, CT	10 min	Approval

## *Final Agenda*

	<b>Topic</b>	<b>Presenter</b>	<b>Time</b>	<b>Desired Outcome</b>
<b>5.</b>	<b>ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES</b> a. Updates*	D. Coe, CT	5 min	Information
<b>6.</b>	<b>OTHER BUSINESS</b>			
<b>Next TBPOC Meeting: May 3, 2012, 10:00am – 1:00pm</b> <b>Mission Bay Office, Oakland, CA</b>				

\* Attachments

\*\* Attachments at end of binder

\*\*\* Attachments forthcoming



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### **TBPOC MEETING April 5, 2012**

<b>INDEX TAB</b>	<b>AGENDA ITEM</b>	<b>DESCRIPTION</b>
<b>1</b>	<b>1</b>	<b>CHAIR'S REPORT</b>
<b>2</b>	<b>2</b>	<b>CONSENT CALENDAR</b> <ul style="list-style-type: none"> <li>a. TBPOC Meeting Minutes <ul style="list-style-type: none"> <li>1) March 1, 2012 Meeting Minutes*</li> <li>2) March 8, 2012 Conference Call Minutes*</li> <li>3) March 21, 2012 Conference Call Minutes*</li> <li>4) April 5, 2012 Conference Call Minutes*</li> </ul> </li> <li>b. Contract Change Orders (CCOs): <ul style="list-style-type: none"> <li>1) Self-Anchored Suspension Span (SAS) CCO 143 (Additional Work on OBG Deck Sections)*</li> <li>2) Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 526-S1 (OTD Detour Westbound Roadway)*</li> <li>3) Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 557-S0 and S1 (OTD Detour Westbound Demolition)*</li> <li>4) BATA Light Pole Contract – Purchase Order Amendments 1 &amp; 2*</li> </ul> </li> <li>c. Final Project Progress and Financial Update March 2012*</li> </ul>
<b>3</b>	<b>3</b>	<b>PROGRAM ISSUES</b> <ul style="list-style-type: none"> <li>a. Capital Outlay Support (COS) Update*</li> <li>b. Architectural Items Update*</li> <li>c. Bay Bridge East Span Opening Memorandum of Understanding (MOU)*</li> <li>d. Peer Review Panel Update</li> </ul>
<b>4</b>	<b>4</b>	<b>SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b> <ul style="list-style-type: none"> <li>a. Corridor Update/Schedule* <ul style="list-style-type: none"> <li>1. Yerba Buena Island Transition Structures (YBITS) No. 2 Addendum Request*</li> </ul> </li> </ul>
<b>5</b>	<b>5</b>	<b>ANTIOCH/DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES</b> <ul style="list-style-type: none"> <li>a. Updates*</li> </ul>

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### **TBPOC MEETING April 5, 2012**

<b>6</b>	<b>6</b>	<b>OTHER BUSINESS</b>

- \* Attachments
- \*\* Stand-alone document included in the binder
- \*\*\* To be sent under separate cover

## **ITEM 1: CHAIR'S REPORT**

**No Attachments**



## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

**RE:** Agenda No. - 2a1  
Consent Calendar  
Item- TBPOC Meeting Minutes  
March 1, 2012 Meeting Minutes

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**Recommendation:**  
**APPROVAL**

**Cost:**  
N/A

**Schedule Impacts:**  
N/A

**Discussion:**  
The Program Management Team has reviewed and requests TBPOC approval of the March 1, 2012 Meeting Minutes.

**Attachment(s):**  
March 1, 2012 Meeting Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## MEETING MINUTES

March 1, 2012, 1:00pm – 4:00pm  
Mission Bay Office, 325 Burma Road, Oakland  
TBPOC – PMT pre-briefing: 1:00pm – 2:00pm  
TBPOC meeting: 2:00pm – 4:00pm

**Attendees:** TBPOC Members: Steve Heminger (Chair), Bimla Rhinehart and Malcolm Dougherty (via telephone)  
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller  
Participants: Jeannie Balderramos, Michele DiFrancia, Rich Foley, Mike Forner, John Goodwin, Beatriz Lacson, Gary Lai, Peter Lee, Brian Maroney, Effie Milonis, Dina Noel, Randy Rentschler, Jon Tapping, Ken Terpstra, Deanna Vilchek, and Jason Weinstein

Convened: 2:11 PM

Items		Action
1.	<b>CHAIR'S REPORT</b> <ul style="list-style-type: none"><li>N/A</li></ul>	
2.	<b>CONSENT CALENDAR</b> <ul style="list-style-type: none"><li>a. TBPOC Meeting Minutes<ul style="list-style-type: none"><li>January 24, 2012 Conference Call Minutes</li><li>February 1, 2012 Meeting Minutes</li></ul></li><li>b. Contract Change Orders (CCOs)<ul style="list-style-type: none"><li>Self-Anchored Suspension (SAS) Superstructure CCO 73 (Bikepath Railing Modifications), \$943,653</li><li>SAS CCO 127 (OBG Mock-Up), \$4,168,112</li><li>SAS CCO 193 (Skyway BP Expansion Joint Replacement), \$1,091,368</li></ul></li><li>Re SAS CCO 127 above, the Chair inquired as to the possibility of acquiring the orthotropic box girder (OBG) models for the transportation museum.</li></ul>	<ul style="list-style-type: none"><li>The TBPOC <b>APPROVED</b> the Consent Calendar, as presented.</li><li>Staff to look into the acquisition of the east end OBG models for the transportation museum.</li></ul>

(Continued)

Items	Action
<p><b>3. PROGRESS REPORTS</b></p> <ul style="list-style-type: none"><li>a. Draft Project Progress and Financial Update January 2012</li><li>• P. Lee handed out Version 6 of the January monthly report which includes all final costs. There are no budget changes from the last quarter figures.</li><li>○ In response to the Chair's request for a brief update on the cable hauling activity, T. Anziano reported that the cable installation work and placement of strands are going extremely well. The number of strands installed is more than halfway.</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> the Project Progress and Financial Update January 2012.</li><li>• Staff to provide an updated diagram of the main cable installation status to the TBPOC members.</li></ul>
<p><b>4. PROGRAM ISSUES</b></p> <ul style="list-style-type: none"><li>a. Bay Bridge East Span Opening</li><li>• A. Fremier gave a summary background and requested TBPOC approval of the framework and direction of the three East Span Opening event planning elements, namely:<ul style="list-style-type: none"><li>1. Use of Bay Bridge Alliance (BBA) as the vehicle for private fundraising and for event planning;</li><li>2. Development of a Memorandum of Understanding (MOU) between BBA and TBPOC; and</li><li>3. Selection of an event alternative outlined in the Draft East Span Opening Event Plan.</li></ul></li><li>○ J. Goodwin distributed a summary of costs for the "2013 Bay Bridge Opening Celebration, September 2013 Two-Day, Gold Level Celebration" and a schedule of "The Bay Bridge 2013 Opening Celebration – Two-Day Celebration".</li><li>○ Discussion items included size of the celebration and how to fund a big event; TBPOC ability to enter into a contract/MOU, indemnification language; status of paperwork; BBA governance; cost figures.</li><li>○ M. Dougherty suggested that depending on the money raised, the Gold level would be the event alternative to strive</li></ul>	



***(Continued)***

[illegible]

(Continued)

Items	Action
<p>SAS, YBITS1, Oakland Detour, and OTD2 contracts.</p> <ul style="list-style-type: none"> <li>○ He reported the successful completion of the Oakland Detour a day early, and gave special recognition to J. Balderramos, G. Lai, D. Vilchek and J. Weinstein for a job well done.</li> <li>○ B. Rhinehart added her kudos to B. Ney for being an effective spokesman during the President's Day closure and showing phenomenal videos.               <ul style="list-style-type: none"> <li>1) Yerba Buena Island Transition Structures (YBITS) No. 2/E1 Reuse Amendment                   <ul style="list-style-type: none"> <li>• P. Lee requested TBPOC approval to modify the YBITS2 contract plans to incorporate the E1 reuse alternative that would cut off the pier several feet above the top of the hill for use as a viewing platform. Potential savings of \$4 million are estimated.</li> </ul> </li> <li>2) Oakland Touchdown No. 2 (OTD2) Award Status                   <ul style="list-style-type: none"> <li>• T. Anziano reported that the OTD2 contract has been met with numerous challenges and protests, and has yet to be awarded. The contract will be re-advertised on an accelerated basis, trying to preserve opportunities for a possible bridge opening earlier than September 2013.</li> </ul> </li> </ul> </li> <li>b. Peer Review Panel               <ul style="list-style-type: none"> <li>• The Chair indicated that the TBPOC and Peer Review Panel are meeting on Monday, March 5.</li> <li>○ The second draft of the East Span report will be reviewed at that meeting and released in two weeks; follow-on work on West Approach and Benicia is ongoing.</li> <li>• B. Maroney reported that the Panel is also being kept involved in the Dumbarton and Hinge K efforts.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• The TBPOC <b>APPROVED</b> modifying the YBITS2 contract plans to reflect the E1 reuse concept and cutoff elevation, as presented.</li> </ul>

**(Continued)**

<b>Items</b>		<b>Action</b>
<b>6.</b>	<b>ANTIOCH/ DUMBARTON BRIDGE SEISMIC RETROFIT UPDATES</b> a. Update <ul style="list-style-type: none"><li>• M. Forner gave the status of ongoing field work.</li><li>○ <u>Antioch:</u><ul style="list-style-type: none"><li>➤ Work is going well. A May/June 2012 completion is anticipated.</li><li>➤ By the TBPOC April 5 meeting, seismic safety will have been achieved. A site tour and small celebration are planned.</li></ul></li><li>○ <u>Dumbarton:</u><ul style="list-style-type: none"><li>➤ The bearing installation issue has been resolved with no delay to the construction schedule.</li><li>➤ The May and September 2012 full bridge closures are on schedule.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Staff to work the celebration date around the invited politicians' schedules and re-schedule the TBPOC April 5 meeting, if necessary, to make them coincide.</li></ul>
<b>7.</b>	<b>OTHER BUSINESS</b> <ul style="list-style-type: none"><li>• The next TBPOC meeting is on April 5, 2012, 10:00 AM – 1:00 PM, in Antioch, subject to re-schedule per Item 6a Action above.</li></ul>	

Adjourned: 2:54 PM



***(Continued)***

**TBPOC MEETING MINUTES**

March 1, 2012, 1:00pm – 4:00pm

**APPROVED BY:**

\_\_\_\_\_  
**STEVE HEMINGER**, TBPOC Chair  
Executive Director, Bay Area Toll Authority

\_\_\_\_\_  
Date

\_\_\_\_\_  
**BIMLA G. RHINEHART**, TBPOC Vice-Chair  
Executive Director, California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**MALCOLM DOUGHERTY**  
Acting Director, California Department of Transportation

\_\_\_\_\_  
Date

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

**RE:** Agenda No. - 2a2

Item- Consent Calendar  
TBPOC Meeting Minutes  
March 8, 2012 Conference Call Minutes

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**Recommendation:**

**APPROVAL**

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

The Program Management Team has reviewed and requests TBPOC approval of the March 8, 2012 Conference Call Minutes.

**Attachment(s):**

March 8, 2012 Conference Call Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## CONFERENCE CALL MINUTES

March 8, 2012, 1:45 PM – 2:00 PM

**Attendees:** TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and Bimla Rhinehart  
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller  
Participants: Michele DiFrancia (part-time), Mike Forner, Kris Kuhl, Beatriz Lacson, Richard Land, Peter Lee (part-time), Dina Noel, Bob Pieplow, Jon Tapping, and Ken Terpstra

Convened: 1:48 PM

Items		Action
1.	<b>OAKLAND TOUCHDOWN (OTD) NO. 2 REBID DISCUSSION</b> <ul style="list-style-type: none"><li>• A. Fremier summarized the OTD2 rebid status for TBPOC information.</li><li>○ The Department's current plan of using a normal condensed bidding process calls for re-advertising the contract on March 12, opening bids in early April, and awarding the contract in early May, assuming no protests are submitted.</li><li>○ A. Fremier and S. Maller recommended that the TBPOC exercise its statutory authority to allow an informal emergency bidding process as soon as possible, to be limited to the seven contractors that submitted bids in the first round, thereby saving one month of schedule, and allowing a catch-up with the current process.</li><li>○ Discussion items included explanation of the OTD2 Current Rebid Schedule chart; comparison between the above two bidding processes, how each process works, benefits gained by using one or the other; protest possibilities; attendant schedule risks; using a combination of both, process scenarios; recommendation(s).</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC voted unanimously to open bids on the OTD2 project on March 21, 2012 (the contract was listed on the Department's Bid Synch listing on or before March 8, 2012), and left setting the award date with the Department's Office Engineer (OE), as discussed.</li></ul>

Adjourned: 2:22 PM



***(continued)***

**CONFERENCE CALL MINUTES**

March 8, 2012, 1:45 PM – 2:00 PM

**APPROVED BY:**

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

\_\_\_\_\_  
**BIMLA G. RHINEHART**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**Malcolm Dougherty**, Acting Director  
California Department of Transportation

\_\_\_\_\_  
Date

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

**RE:** Agenda No. - 2a3

Item- Consent Calendar  
TBPOC Meeting Minutes  
March 21, 2012 Conference Call Minutes

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**Recommendation:**

**APPROVAL**

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

The Program Management Team has reviewed and requests TBPOC approval of the March 21, 2012 Conference Call Minutes.

**Attachment(s):**

March 21, 2012 Conference Call Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## CONFERENCE CALL MINUTES

March 21, 2012, 4:30 PM – 5:00 PM

**Attendees:** TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and Bimla Rhinehart  
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller  
Participants: Michele DiFrancia, Beatriz Lacson, Peter Lee, Brian Maroney, Effie Milionis, Dina Noel, Bijan Sartipi, Jon Tapping, and Ken Terpstra

Convened: 4:35 PM

Items		Action
1.	<b>PROGRAM ISSUES</b> <ul style="list-style-type: none"><li>a. Peer Review Panel Report<ul style="list-style-type: none"><li>• In response to the Chair's request to provide a summary of information not included in the background report and confirm that the Panel is doing a cover letter, T. Anziano offered the following summary:<ul style="list-style-type: none"><li>1. The Panel is working on a letter that responds to the TBPOC's questions and presents the Panel's independent review (letter report). An advanced copy will be provided the Committee for review and comments.</li><li>2. B. Ney and J. Goodwin have drafted a press release; a copy had just been handed to the Chair, M. Dougherty has a copy, one is in transit to B. Rhinehart.</li><li>3. The above items, along with the background report, are scheduled for release this Friday at the earliest.</li></ul></li><li>○ The Chair directed staff to ask for a TBPOC conference call should anything prove problematic.</li></ul></li><li>b. Bridge Opening – MOU Status<ul style="list-style-type: none"><li>• A. Fremier reported that input is still forthcoming from the Department regarding certain clauses that they have</li></ul></li></ul>	

(continued)

	Items	Action
	<p>an issue with in the MOU. It is hoped that the MOU could be decided sooner than the TBPOC April 5 meeting, in order to line up with the bid opening schedule of the public information services contract.</p> <ul style="list-style-type: none"><li>○ M. Dougherty offered to assist in expediting the process.</li></ul>	
2.	<p><b>SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b></p> <p>a. Oakland Touchdown (OTD) No. 2</p> <p>1) Bid Update</p> <ul style="list-style-type: none"><li>• T. Anziano reported that five bids for the OTD2 contract were opened today at 2:00 PM. The apparent low bidder is Flatiron, with MCM coming in a close second. A difference of \$29K in the A+B separate the two bids. Flatiron bid 140 days vs. MCM's 100 days. A protest is anticipated.</li><li>○ M. Dougherty noted that the recommendation to the OE is to award the contract within two days of bid opening.</li></ul> <p>2) Addendum</p> <ul style="list-style-type: none"><li>• T. Anziano indicated that in the interest of time and to ensure that the bids received are based on correct figures, an addendum on the B value of the OTD2 A+B contract went out prior to bid opening in response to a bidder's inquiry.</li></ul>	<ul style="list-style-type: none"><li>• The Department to e-mail the TBPOC on the evolving status of the OTD2 bid, so as to maintain transparency and keep the members alert to the situation.</li><li>• The TBPOC <b>APPROVED</b> the OTD2 addendum, as discussed.</li></ul>
3.	<p><b>OTHER BUSINESS</b></p> <p>a. TBPOC April 5 Meeting/Antioch Bridge Seismic Safety Completion Event</p> <ul style="list-style-type: none"><li>• T. Anziano reported that seismic safety will be achieved on April 16; hence the celebration cannot be aligned with the TBPOC meeting on April 5, as originally planned.</li><li>○ The TBPOC agreed to make a single trip to the site for a Committee meeting and</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC directed staff to re-schedule the April 5 meeting to</li></ul>

**(continued)**

	<b>Items</b>	<b>Action</b>
	seismic safety celebration on April 16 or another date to be determined by the Department. <ul style="list-style-type: none"><li>○ The Chair noted that this will free up April 5 for a conference call for regular TBPOC business.</li></ul>	coincide with the seismic safety celebration, on a date to be determined by the Department.  Staff to schedule a TBPOC conference call on April 5.

Adjourned: 5:10 PM

### **CONFERENCE CALL MINUTES**

March 21, 2012, 4:30 PM – 5:00 PM

#### **APPROVED BY:**

\_\_\_\_\_  
**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

\_\_\_\_\_  
Date

\_\_\_\_\_  
**BIMLA G. RHINEHART**, Executive Director  
California Transportation Commission

\_\_\_\_\_  
Date

\_\_\_\_\_  
**Malcolm Dougherty**, Acting Director  
California Department of Transportation

\_\_\_\_\_  
Date

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Andrew Fremier, Deputy Executive Director, Operations, BATA/MTC

**RE:** Agenda No. - 2a4  
Consent Calendar  
Item- TBPOC Meeting Minutes  
April 5, 2012 Conference Call Minutes

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**Recommendation:**

**APPROVAL**

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

The Program Management Team has reviewed and requests TBPOC approval of the April 5, 2012 Conference Call Minutes.

**Attachment(s):**

April 5, 2012 Conference Call Minutes



# TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

## CONFERENCE CALL MINUTES

April 5, 2012, 10:00 AM – 11:00 AM

**Attendees:** TBPOC Members: Steve Heminger (Chair), Malcolm Dougherty, and Bimla Rhinehart  
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller  
Participants: Michele DiFrancia, John Goodwin, Beatriz Lacson, Peter Lee, Brian Maroney, Dina Noel, Bijan Sartipi, Jon Tapping, and Jason Weinstein

Convened: 10:30 AM

Items		Action
<b>1. CHAIR'S REPORT</b> <ul style="list-style-type: none"><li>N/A.</li></ul>		
<b>2. CONSENT CALENDAR</b> <ul style="list-style-type: none"><li>a. Contract Change Orders (CCOs)<ul style="list-style-type: none"><li>1) Yerba Buena Island Transition Structures (YBITS) No. 1 CCO 72-S2 (Milestone 1 Incentive, Work Suspension and Extension Days), \$300,000</li><li>2) Self-Anchored Suspension (SAS) CCO 245 (Hinge K Westbound Steel Ballast), \$2,000,000</li></ul></li><li>• SAS CCO 245 was removed from the Consent Calendar for further discussion.<ul style="list-style-type: none"><li>○ S. Maller described the situation that brought about the need for CCO 245.</li><li>○ In response to the Chair's query, B. Maroney provided a background summary including factors contributing to hinge curl; range of alternative solutions; pros and cons of CCO 245 vs. alternative solution being considered (feathering); estimated cost; schedule impact; recommended courses of action.</li></ul></li></ul>		<ul style="list-style-type: none"><li>• The TBPOC <b>APPROVED</b> YBITS1 CCO 72-S2, as presented.</li><li>• The TBPOC <b>APPROVED</b> SAS CCO 245, as presented.</li></ul>
<b>3. PROGRAM ISSUES</b> <ul style="list-style-type: none"><li>a. Bay Bridge East Span Opening – MOU</li></ul>		



(continued)

Items	Action
<p>Status</p> <ul style="list-style-type: none"><li>• A. Fremier recommended staying the course until a revised MOU incorporating the Department's comments is ready for TBPOC approval on April 17, 2012.</li><li>○ The Chair made comment regarding pages 3 (Gateway Park) and 6 (Termination Payment) of the MOU, which were clarified.</li></ul> <p>b. Public Information Office Contract Update</p> <ul style="list-style-type: none"><li>• Item was discussed during the pre-meeting.</li></ul>	<ul style="list-style-type: none"><li>• The TBPOC deferred action on the Bay Bridge East Span Opening MOU until their April 17, 2012 meeting.</li></ul>
<p><b>4. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES</b></p> <p>a. Oakland Touchdown (OTD) No. 2 Re-bid Update</p> <ul style="list-style-type: none"><li>• T. Anziano reported that the Office Engineer awarded the OTD2 contract to Flatiron West, Inc. on March 29, 2012.</li><li>○ M. Dougherty noted that the Department is responding today to a letter from the second lowest bidder, MCM Construction, Inc., which raised questions regarding Flatiron's responsiveness and the bidding process. This is being treated as an inquiry, not a protest, as it came after the award date. The Department stands by its award decision.</li><li>○ The Chair gave kudos to the Department for its expeditious handling of the re-bid.</li></ul>	
<p><b>5. OTHER BUSINESS</b></p> <ul style="list-style-type: none"><li>• In response to the Chair's request for a completion date for the cable hauling activity, T. Anziano replied that it is today – a month early.</li><li>○ B. Maroney indicated that adjustments will be made early next week and a two-week transition for demobilization/remobilization of equipment and</li></ul>	

**(continued)**

Items	Action
<p>personnel will follow.</p> <ul style="list-style-type: none"><li>○ Hanging of suspender ropes is scheduled for Fall 2012.</li><li>○ It was the consensus that a press release would be appropriate to mark the date when the last cable is pulled and accepted.</li><li>○ With milestones quickly occurring in succession, the Chair requested an updated schedule showing critical path items, as well as whether SSO will land closer to Labor Day 2013 or Memorial Day 2013.</li></ul> <ul style="list-style-type: none"><li>• In response to B. Rhinehart's request for an update on the independent Peer Review Panel report, M. Dougherty and T. Anziano reported on related items including: conflict of interest; lessons learned; ongoing cycle of Sacramento Bee articles and hours expended dealing with them; Benicia/Richmond review process; FPPC ruling on economic interest (M. Dougherty will follow up).</li><li>• T. Anziano confirmed that the Antioch Bridge presentation/tour and seismic safety completion event will follow the TBPOC meeting on April 17, 2012, at 12:00pm – 2:00pm and 2:00pm – 3:00pm, respectively.</li><li>○ J. Goodwin gave an update on the list of VIPs attending the event.</li></ul>	<ul style="list-style-type: none"><li>• Staff to develop a critical path schedule, as requested, for presentation at the TBPOC meeting on April 17, 2012.</li><li>• Include a Peer Review Panel Update for the three bridges (Benicia, Richmond, and West Approach) in the TBPOC April 17, 2012 meeting agenda.</li></ul>

Adjourned: 11:17 AM

***(continued)***

**CONFERENCE CALL MINUTES**

April 5, 2012, 10:00 AM – 11:00 AM

**APPROVED BY:**

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**STEVE HEMINGER**, Executive Director  
Bay Area Toll Authority

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Date

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**BIMLA G. RHINEHART**, Executive Director  
California Transportation Commission

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Date

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**Malcolm Dougherty**, Acting Director  
California Department of Transportation

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Date

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

**RE:** Agenda No. - 2b1  
Item- Consent Calendar – Contract Change Orders (CCOs)  
Self-Anchored Suspension (SAS) CCO 143 S0 & S1 – Additional Work  
on Orthotropic Box Girder (OBG) Deck Sections

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**Recommendation:**  
**APPROVAL**

**Cost:** CCO #143 S0: \$ 362,231.00  
          CCO #143 S1: \$ 822,419.00  
          Total : \$1,184,650.00

**Schedule Impacts:**  
N/A

**Discussion:**

CCO #143 S0 and S1 in the total amount of \$1,184,650.00 compensates the contractor for additional work (measurements and repairs) performed on the OBG deck section floor beams and deck plate diaphragms.

During the fabrication of the OBG deck sections a new acceptance criteria was added to the Contract to address concerns over the plumbness of the floor beam deck plate diaphragms. In order to comply with the new criteria, the contractor was required to take additional measurements and perform repairs (heat straightening and/or retrofit). To minimize schedule impacts, work was performed both at the fabrication facility in China and at the project site in Oakland. While work performed in China addressed in progress or not yet fabricated deck sections, work performed in Oakland brought already shipped deck sections into compliance. CCO #143-S0 compensated the contractor for the work performed in China (OBG Lifts 6W and 7 through 14) whereas CCO #143- S1 will provide compensation for the work performed in Oakland (OBG Lifts 1 through 5 and 6E).

## *Memorandum*

### **Risk Statement:**

This contract change is covered under Risk ID #91 "OBG Fabrication & Fit-up: Welding Issues" and Risk #105 "Fabrication East End", both created to address fabrication risks for the Orthotropic Box Girder (OBG).

### **Attachment(s):**

1. Executed CCO #143-S0 and Memorandum
2. Draft CCO #143-S1 and Memorandum

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO: 143 Suppl. No. 0 Contract No. 04 - 0120F4 Road SF-80-13.2/13.9 FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract.

**NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

**Extra Work at Agreed Lump Sum:**

- For Orthotropic Box Girder (OBG) Lifts 6w and 7 through 12, verify the plumbness of the floorbeam diaphragms and perform heat distortion straightening in accordance with the attached table "Heat Distortion Repair Criteria for Diaphragm Plate," as shown on sheet 4 of this change order.
- For OBG Lifts 13 and 14, change the deck plate diaphragm to floorbeam flange welds from double fillet welds to full depth PJP welds as shown on sheet 5 of this change order.

Revise Special Provisions Section 10-1.59 "STEEL STRUCTURES," subsection "Shop Welding," subsection "Design Details," item G.2 as shown on sheet 2 of this change order.

The following revised plan sheets detail the changes addressed in this change order: 646R5, 649S1, and 654R1 (of 1204) as shown on sheets 3 through 5 of this change order.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 2083R0, 2083R1, 2083R2, and TC-RFI-0067R0 with respect to changes listed above.

For this work, the Contractor will receive a lump sum price of \$362,231.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

Extra Work at Agreed Lump Sum.....\$362,231.00

Additional field work to take measurements and perform retrofit measures at OBG Lifts 1 through 5 and 6E will be addressed in a future change order.

Estimated Cost: Increase ☒ Decrease ☐ \$362,231.00

By reason of this order the time of completion will be adjusted as follows: 0 Days

Submitted by

Signature

Resident Engineer

Kannu Balan, Senior T.E.

Date 8-3-11

Approval Recommended by

Signature

Supervising Transportation Engineer

William Casey, Sup. T.E.

Date 8/3/11

Engineer Approval by

Signature

Principal Transportation Engineer

Peter Siegenthaler, Prin. T.E.

Date 8/11/2011

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature

(Print name and title)

Date

PETER VANDERWARTVANGULIK, DEPUTY PROJECT DIRECTOR 8/9/2011



**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 8/4/2011

Page 1 of 2

TO: Pete Siegenthaler, Prin TE /			FILE: <b>E.A.</b> 04 - 0120F4	
FROM: Kannu Balan, Senior TE			<b>CO-RTE-PM</b> SF-80-13.2/13.9	
			<b>FED. NO.</b>	
CCO#: <b>143</b>	SUPPLEMENT#: <b>0</b>	Category Code: <b>CHPT</b>	CONTINGENCY BALANCE (incl. this change) <b>\$166,431,208.11</b>	
COST: <b>\$362,231.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> Floorbeam Diaphragms			<b>PROJECT DESCRIPTION:</b> CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: <b>2490</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>501</b> Day(s)	Percentage Time Adjusted: (including this change) <b>20</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>3</b>

**THIS CHANGE ORDER PROVIDES FOR:**

For Orthotropic Box Girder (OBG) Lifts 6w and 7 through 12, verifying the plumbness of the floorbeam diaphragms and performing heat distortion straightening. For OBG Lifts 13 and 14, changing the deck plate diaphragm to floorbeam flange welds from double filet welds to full depth PJP welds.

Revising Special Provisions Section 10-1.59 "STEEL STRUCTURES," subsection "Shop Welding," subsection "Design Details."

The Department instituted new acceptance criteria for the floorbeam diaphragms affecting both in progress and completed work. Therefore, the Contractor needs to perform extra work to validate compliance and rework floor beams that are not in compliance. Floorbeams in Lifts 6w and 7 through 12 that did not comply were heat straightened to bring them within the tolerance provided under this change. On Lifts 13 and 14, the weld is changed to increase misalignment tolerance and distortion tolerance, and minimize the need for heat straightening or retrofit.

Additional field work to take measurements and perform retrofit measures at OBG Lifts 1 through 5 and 6E will be addressed in a supplemental change order.

This change order resolves the costs associated with Contractor Request for Information (RFI) numbers 2083R0, 2083R1, 2083R2, and TC-RFI-0067R0 with respect to changes listed above.

The total cost of this change order is \$362,231.00, which can be financed from the contingency fund. A detailed cost analysis is on file.

No time adjustment is warranted, as this change order does not affect the controlling operation.

This change order has concurrence from Peter Siegenthaler (Principal TE), William Casey (Sup. TE), Ken Terpstra (Project Manager), Rich Foley (HQ Oversight), Lina Ellis (Maintenance) and Wenyi Long (Design Oversight).

The Resident Engineer requests Headquarters CCO Desk "Issue and Approve".




**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120F4 CCO: 143 - 0

DATE: 8/4/2011

Page 2 of 2

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>		
Construction Engineer:	PCE, Pete Siegenthaler, Prin TE	Date 8/24/10	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	William Casey, Sup TE	Date 8/23/10	ITEMS	\$0.00	\$0.00
Project Engineer:	CT Oversight, Wenyi Long, P.E.	Date 8/11/10	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Proj Manager, Ken Terpstra	Date 8/25/10	AGREED PRICE	\$362,231.00	\$362,231.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	<b>TOTAL</b>	<b>\$362,231.00</b>	<b>\$362,231.00</b>
Other (specify):	HQ, Rich Foley	Date 8/24/10	<b>FEDERAL PARTICIPATION</b>		
Other (specify):	Struct. Maint, Lina Ellis	Date 8/4/11	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	HQ, Larry Salhaney	Date 9/1/10	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date 8/4/11	FEDERAL FUNDING SOURCE      PERCENT _____ _____ _____		

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO: 143    Suppl. No. 1    Contract No. 04 – 0120F4    Road SF-80-13.2/13.9    FED. AID LOC.:

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract.

**NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

**Extra Work at Agreed Lump Sum:**

For Orthotropic Box Girder (OBG) Lifts 1 through 5 and 6E, verify the plumbness of the floorbeam diaphragms and perform retrofit measures, as specified in CCO 143 Supplement 0.

For this work, the Contractor will receive a lump sum price of \$822,419.00. This sum constitutes full and complete compensation for furnishing all labor, material, tools and incidentals including all markups by reason of this change.

Extra Work at Agreed Lump Sum.....\$822,419.00

Estimated Cost:    Increase ☒    Decrease ☐    \$822,419.00

By reason of this order the time of completion will be adjusted as follows:    0 Days

**Submitted by**

Signature	Resident Engineer	Kannu Balan, Senior T.E.	Date
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**Approval Recommended by**

Signature	Program Manager	Tony Anziano, Program Manager	Date
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**Engineer Approval by**

Signature	Program Manager	Tony Anziano, Program Manager	Date
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

**Contractor Acceptance by**

Signature	(Print name and title)	Date
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**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 2/27/2012 Page 1 of 1

TO: Tony Anziano, Program Manager /			FILE: <b>E.A.</b> 04 - 0120F4	
FROM: Kannu Balan, Senior TE			<b>CO-RTE-PM</b> SF-80-13.2/13.9	
			<b>FED. NO.</b>	
CCO#: <b>143</b>	SUPPLEMENT#: <b>1</b>	Category Code: <b>CHPT</b>	CONTINGENCY BALANCE (incl. this change) <b>\$113,101,474.58</b>	
COST: <b>\$822,419.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> Field Work Floorbeam Diaphragms			<b>PROJECT DESCRIPTION:</b> CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: <b>2490</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>501</b> Day(s)	Percentage Time Adjusted: (including this change) <b>20</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>3</b>

**THIS CHANGE ORDER PROVIDES FOR:**

For Orthotropic Box Girder (OBG) Lifts 1 through 5 and 6E, verifying the plumbness of the floorbeam diaphragms and performing retrofit measures, as specified in CCO 143 Supplement 0

The Department instituted new acceptance criteria for the floorbeam diaphragms affecting both in progress and completed work. Therefore, the Contractor needs to perform extra work to validate compliance and rework floorbeams that are not in compliance. CCO 143S0 performed work on OBG floorbeams 6W and 7 through 12 to bring them into compliance. This supplement will survey the remaining OBG floorbeams and those that do not comply will be retrofitted on the project site to bring them within the tolerance provided under this change.

The total cost of this change order is \$822,419.00, which can be financed from the contingency fund. A detailed cost analysis is on file. The cumulative total of CCO 143S0 and CCO 143S1 is \$1,184,650.00.

No time adjustment is warranted, as this change order does not affect the controlling operation.

This change order has concurrence from Peter Siegenthaler (Principal TE), William Casey (Supervising TE), Ken Terpstra (Project Manager), Rich Foley (HQ Oversight), Wenyi Long (Bridge Design), Lina Ellis (Maintenance), and Jing Chen (District Design) August 8, 2011.

This change order is pending approval from the Toll Bridge Program Oversight Committee (TBPOC).

CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer:	PCE, Pete Siegenthaler, Prin TE	Date 7/27/11	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	William Casey, Sup TE	Date 7/26/11	ITEMS	\$0.00	\$0.00
Project Engineer:	CT Oversight, Wenyi Long, P.E.	Date 8/5/11	FORCE ACCOUNT	\$0.00	\$0.00
Project Manager:	Proj Manager, Ken Terpstra	Date 8/17/11	AGREED PRICE	\$822,419.00	\$1,184,650.00
FHWA Rep.:		Date	ADJUSTMENT	\$0.00	\$0.00
Environmental:		Date	<b>TOTAL</b>	<b>\$822,419.00</b>	<b>\$1,184,650.00</b>
Other (specify):	HQ, Rich Foley	Date 7/26/11	<b>FEDERAL PARTICIPATION</b>		
Other (specify):	Struct. Maint, Lina Ellis	Date 8/5/11	<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
District Prior Approval By:	HQ, Sey Hossnieh	Date 8/19/11	FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
HQ (Issue/Approve) By:		Date	<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
Resident Engineer's Signature:		Date	FEDERAL FUNDING SOURCE    PERCENT _____ _____ _____		



**RE:** Agenda No. - 2b2  
Item - Consent Calendar – Contract Change Orders (CCOs)  
Yerba Buena Island Transition Structures (YBITS) No. 1  
CCO 526-S1 – OTD Detour Westbound Roadway

CCO No. 526-S0 was approved by the TBPOC at the June 02, 2011 meeting at a cost not to exceed \$6,100,000 for all work associated with the westbound roadway construction, this is part of that approved work. The table below shows the funding breakdown:

Item2b2\_YBITS1\_CCO526S1\_17Apr12

## *Memorandum*

CCO 545, Health and Safety measures	\$ 0	\$80,000	\$ 2,350
CCO 546, Temporary Drainage Measures	\$ 0	\$50,000	\$50,000
CCO 546 s1, Temporary Drainage Measures (CCO being processed)	\$ 0	\$25,000	\$25,000
Remaining additional roadway costs including hauling off spoils, measures to expedite construction (future CCO supplement – since all costs are accounted for, this is now anticipated to not be required)	\$ 0	\$ 50,000	\$ 0
Estimated Total		\$3.9 M	\$3,949,181

The total estimated final cost for CCO No. 526-S0 and the associated works listed above including future supplements is now \$3,949,181.

### Risk Management:

The \$105,481 in funding being requested under this change and all other associated works brings the total cost estimate to \$3,949,181, which falls within the \$6,100,000 amount budgeted for this work as approved by the TBPOC on June 02, 2011 and within the amount budgeted for this work under the approved OTD Detour budget. As such no risk management consideration is required.

### **Attachment(s):**

1. Draft YBITS CCO 526-S1
2. Draft YBITS CCO 526-S1 Memo

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

<b>CCO: 526</b>	<b>Suppl. No. 1</b>	<b>Contract No. 04 - 0120S4</b>	<b>Road SF-80-12.7/13.2</b>	<b>FED. AID LOC.: NO FED AID</b>
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**To: M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

**Extra Work at Unit Price:**

Increase the quantities for the following items that were included in the previous change order number 526 supplement 0:

7 Hot Mix AC (Type A) increase quantity by 238.49 Tonne @ \$136.00 = \$32,434.64

8 Hot Mix AC (Open Grade) increase quantity by 408.08 Tonne @ \$179.00 = \$73,046.32

Estimated cost of Extra Work at Agreed Unit Price .....\$105,480.96

Estimated Cost: Increase ☒ Decrease ☐ **\$105,480.96**

By reason of this order the time of completion will be adjusted as follows: 0 days

**Submitted by**

<b>Signature</b>	<b>Resident Engineer</b> William Howe, Senior R.E.	<b>Date</b>
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**Approval Recommended by**

<b>Signature</b>	<b>Construction Manager</b> Mike Forner	<b>Date</b>
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**Engineer Approval by**

<b>Signature</b>	<b>Construction Manager</b> Mike Forner	<b>Date</b>
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

**Contractor Acceptance by**

<b>Signature</b>	<b>(Print name and title)</b>	<b>Date</b>
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**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 3/19/2012 Page 1 of 1

TO: Deanna Vilcheck, ACM /			FILE: <b>E.A.</b> 04 - 0120S4	
FROM: William Howe, Senior R.E.			<b>CO-RTE-PM</b> SF-80-12.7/13.2	
			<b>FED. NO.</b> NO FED AID	
CCO#: <b>526</b>	SUPPLEMENT#: <b>1</b>	Category Code: <b>BZZZ</b>	CONTINGENCY BALANCE (incl. this change) <b>\$50,912,466.04</b>	
COST: <b>\$105,480.96</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
<b>CCO DESCRIPTION:</b> OTDD- Increase quantities for WB roadway			<b>PROJECT DESCRIPTION:</b> YBITS-1 (Yerba Buena Island Transition Structures)	
Original Contract Time: <b>1390</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>0</b> Day(s)	Percentage Time Adjusted: (including this change) <b>0</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>0</b>

**THIS CHANGE ORDER PROVIDES FOR:**

This change order provides compensation to the contractor for additional unit price costs to construct the Oakland Touchdown Detour Westbound Roadway. Previously issued CCO 526-s0 had provided unit price items for hot mix asphalt, this supplement pays for the overrun in those items.

This contract calls for the construction of the Yerba Buena Island Transition structures of the east span of the new San Francisco Oakland Bay Bridge (SFOBB). In a memo dated October 3, 2010, the Deputy Toll Bridge Program Manager recommended to the Toll Bridge Program Oversight Committee (TBPOC) that the Temporary OTD Eastbound Detour be done under Contract Change Orders. A draft CCO 526 for an amount not to exceed \$6.1 Million was approved by the TBPOC on June 2, 2011, prior to completing details and negotiations for the CCO. The scope of CCO 526 was negotiated, and the CCO agreement for \$2,774,851.60 was issued and presented to the TBPOC on December 01, 2011.

This supplement will cover the additional \$105,480.96 for the overrun at unit price, which will be funded from the project's contingency fund. A cost analysis is on file.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

This change was requested by Jaime Gutierrez, Branch Chief, Office of Toll Bridge design, on June 16, 2011.

Maintenance concurrence is required.

<b>CONCURRED BY:</b>			<b>ESTIMATE OF COST</b>	
Construction Engineer: Jeannie Balderramos	Date		THIS REQUEST	TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00
Project Engineer: Charles Ho	Date		FORCE ACCOUNT	\$250,000.00
Project Manager: Ken Terpstra	Date		AGREED PRICE	\$105,480.96
FHWA Rep.:	Date		ADJUSTMENT	\$0.00
Environmental:	Date		<b>TOTAL</b>	<b>\$105,480.96</b>
Other (specify): Philip Harsono, Maintenance	Date		<b>FEDERAL PARTICIPATION</b>	
Other (specify):	Date		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING	
District Prior Approval By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)	
HQ (Issue /Approve) By: Larry Salhaney	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS	
Resident Engineer's Signature:	Date		FEDERAL FUNDING SOURCE	PERCENT



## *Memorandum*

**TO:** Toll Bridge Oversight Committee (TBPOC)    **DATE:** April 10, 2012

**FR:** Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

**RE:** Agenda No. - 2b3  
Item - Consent Calendar – Contract Change Orders (CCOs)  
Yerba Buena Island Transition Structures (YBITS) No. 1  
CCO 557-S0 & S1 – OTD Detour Westbound Demolition

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**Recommendation:**  
**APPROVAL**

**Cost:**

YBITS1 CCO # 557-S0: \$ 49,473.00  
YBITS1 CCO # 557-S1: \$394,714.00  
Total \$444,187.00

**Schedule Impacts:**  
N/A

**Discussion:**

YBITS1 Change Order No. 557-S0 in the amount of \$49,473.00 and Change Order No. 557-S1 in the amount of \$394,714.00 provide for the demolition of the northern portion of the existing westbound structure after traffic is switched to the south on the new OTD Detour.

The work includes removing an approximately 800-foot long portion of the structure that will allow for the construction of the OTD2 structure. The demolition work includes the removal of portions of the existing steel barrier rails (conducted under CCO 557-S0), and the further demolition of concrete deck, steel girders, columns, and footings (conducted under CCO 557-S1).

This CCO No. 557-S0 was approved by the TBPOC at the February 01, 2012 meeting for a not-to-exceed amount of \$1.9 million for all work associated with the westbound roadway demolition. The total cost for CCO No. 557-S0 and 557-S1 is now \$444,187.00. This is anticipated to be the final cost of this CCO and supplements.

**Risk Management:**

The requested \$444,187.00 in funding under this change order and all other associated work brings the total cost estimate to \$444,187.00, which falls within the \$1,900,000.00

## *Memorandum*

amount approved by the TBPOC on February 01, 2012. As such, no risk management consideration is required.

Attachment(s):

1. YBITS CCO 557-S0
2. YBITS CCO 557-S0 Memo
3. YBITS CCO 557-S1
4. YBITS CCO 557-S1 Memo

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO: 557	Suppl. No. 0	Contract No. 04 - 0120S4	Road SF-80-12.7/13.2	FED. AID LOC.: NO FED AID
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**To: M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Demolish and dispose of existing steel barrier rail and sidewalk from Bent E29 through Bent E39 on the Oakland Touchdown Westbound Structure for the San Francisco-Oakland East Span Seismic Safety Project Oakland Touchdown Detour, Bridge No. 33-25.

The contract plan sheets reflecting this change were issued with Contract Change Order Nos. 529, 529s1, 539, and 540.

**Extra Work at Unit Price:**

1 Preparing Barrier Rail For Removal	1 LS @\$20,268 =\$20,268
2 Removal and Disposal of Barrier Rail	1 LS @\$29,205 =\$29,205

The agreed price includes the mobilization of all labor, material, and equipment required for the performance of the work, and disposal of all debris generated by this work.

The agreed price excludes all traffic control, roadway sweeping, or furnishing, installing, or maintaining light towers.

The agreed price does not include the relocation or installation of barrier rail (Type K or other), which will be paid for under a separate change order.

The price excludes the cost of any Storm Water Pollution Prevention Plan (SWPPP) measures, such as SWPPP amendments and reports, and appropriate Best Management Practices (BMPs), which will be paid for under a separate change order.

The agreed prices include all labor, equipment, and material as required. The agreed prices constitute full payment, including all markups, for this change.

Estimated cost of Extra Work at Agreed Unit Price .....\$49,473.00

Estimated Cost: Increase ☒ Decrease ☐ \$49,473.00

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by	Signature <i>William Howe</i>	Resident Engineer William Howe, Senior R.E.	Date 02-06-12
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Approval Recommended by	Signature <i>William Howe</i>	Senior Resident Engineer William Howe	Date 02-06-12
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Engineer Approval by	Signature <i>William Howe</i>	Senior Resident Engineer William Howe	Date 02-09-12
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We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

**NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by	Signature <i>Edmundo A. Pochi</i>	(Print name and title) EDMUNDO A. POCHI, TREASURER	Date 2/8/12
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**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 1/18/2012 Page 1 of 2

TO: Deanna Vilcheck, ACM /			FILE: E.A. 04 - 0120S4	
FROM: William Howe, Senior R.E.			CO-RTE-PM SF-80-12.7/13.2	
FED. NO. NO FED AID				
CCO#: 557	SUPPLEMENT#: 0	Category Code: BZZZ	CONTINGENCY BALANCE (incl. this change) <b>\$61,705,877.20</b>	
COST: <b>\$49,473.00</b> INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: <b>\$0.00</b>			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: OTDD-WB Structure Barrier rail demolitio			PROJECT DESCRIPTION: YBITS-1 (Yerba Buena Island Transition Structures)	
Original Contract Time: <b>1390</b> Day(s)	Time Adj. This Change: <b>0</b> Day(s)	Previously Approved CCO Time Adjustments: <b>0</b> Day(s)	Percentage Time Adjusted: (including this change) <b>0</b> %	Total # of Unreconciled Deferred Time CCO(s): (including this change) <b>0</b>

**THIS CHANGE ORDER PROVIDES FOR:**

This change order provides for demolition of portions of the existing steel barrier rail and sidewalk from Bent E29 through Bent E39 on the Oakland Touchdown Westbound Structure that remain after constructing the Oakland Touchdown Detour Structure.

This contract calls for the construction of the Yerba Buena Island Transition structures of the east span of the new San Francisco Oakland Bay Bridge (SFOBB). In a memo dated October 3, 2010, the Deputy Toll Bridge Program Manager recommended to the Toll Bridge Program Oversight Committee (TBPOC) that the Temporary OTD Eastbound Detour be done under Contract Change Orders (CCO's). This recommendation was approved by the TBPOC in their October 7, 2010 meeting. Subsequently, a Contract Change Order Implementation Strategy for \$51.5 Million was prepared and approved by the TBPOC in their February 3, 2011 meeting. Consistent with the Implementation Strategy, CCO No. 529 was specifically approved for a not-to-exceed amount of \$8.0 Million by the TBPOC in their June 2, 2011 meeting.

To date, Contract Change Order Nos. 529, 529s1, 538, 539, 539s1 and 540 have been issued totaling \$7.0 million to cover items in the scope of the original \$8.0 million approved for CCO 529; this item will bring the total issued CCOs to \$7.1 million, still within the original approved amount.

Once the new OTDD structure is completed, portions of the existing Oakland Touchdown Westbound Structure that conflict with the alignment of the new westbound structure will be demolished. This change order provides for the demolition of the existing steel barrier rail and sidewalk between Bent E29 thru E39. Demolition of the remaining existing westbound structure that conflicts with the alignment of the new structure will be included in subsequent change orders.

Compensation for the work associated with this change shall be paid at an agreed lump sum cost of \$49,473, which will be funded from the project's contingency fund. A detailed cost analysis is on file in the project records.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

This change was requested by Mike Whiteside, Branch Chief, Office of Toll Bridge design, on July 11, 2011.

Maintenance concurs with this change.

**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120S4 CCO: 557 - 0

DATE: 1/18/2012

Page 2 of 2

<b>CONCURRED BY:</b>		<b>ESTIMATE OF COST</b>	
Construction Engineer:	Jeannie Balderramos <i>JB</i>	Date	2-3-12
Bridge Engineer:	Gary Lai <i>GL</i>	Date	2-6-12
Project Engineer:	Charles Ho	Date	01-20-12
Project Manager:	Ken Terpstra	Date	01-20-12
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Lina Ellis, Str. Maintenance	Date	01-20-12
Other (specify):		Date	
District Prior Approval By:		Date	
HQ (Issue Approve) By:		Date	
Resident Engineer's Signature:	<i>William Howe</i>	Date	02-06-12

	THIS REQUEST	TOTAL TO DATE
ITEMS	\$0.00	\$0.00
FORCE ACCOUNT	\$0.00	\$0.00
AGREED PRICE	\$49,473.00	\$49,473.00
ADJUSTMENT	\$0.00	\$0.00
<b>TOTAL</b>	<b>\$49,473.00</b>	<b>\$49,473.00</b>

<b>FEDERAL PARTICIPATION</b>		
<input type="checkbox"/> PARTICIPATING	<input type="checkbox"/> PARTICIPATING IN PART	<input checked="" type="checkbox"/> NONE
<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE)	<input type="checkbox"/> NON-PARTICIPATING	
FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
<input type="checkbox"/> CCO FUNDED PER CONTRACT	<input type="checkbox"/> CCO FUNDED AS FOLLOWS	
FEDERAL FUNDING SOURCE	PERCENT	

**CONTRACT CHANGE ORDER**Change Requested by: **Engineer**CCO: **557** Suppl. No. **1** Contract No. **04 - 0120S4** Road **SF-80-12.7/13.2**FED. AID LOC.: **NO FED AID**To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. **NOTE: This change order is not effective until approved by the Engineer.**

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Furnish all labor, material, and equipment necessary to demolish portions of the existing Westbound Oakland I-80 Bay Bridge structure from Bent E29 to Bent E39. Work shall be in accordance with the SFOBB East Span Seismic Safety Project Oakland Touchdown Detour contract drawings reflecting these changes are as follows: Construction Staging Sheets 183 through 198 of 210 (as issued for CCO 547); and Miscellaneous Details sheet 181 of 210 (as issued for CCO 539).

**Extra Work at Force Account:**

As authorized by the engineer, in accordance with Section 5-1.17 "Force Account Payment" of the Special Provisions and Section 4-1.03D "Extra Work" of the Standard Specifications, provide temporary lighting (light towers), roadway sweeping, lead paint abatement and air monitoring, touch up painting, added demolition items not included in lump sum below, labor premium time not covered in lump sum below, and other work as directed by the engineer.

Estimated cost of Extra Work at Force Account .....\$40,000.00

**Extra Work at Lump Sum:**

For demolishing the other portions of the existing Westbound structure defined above in accordance with the contract plan sheets and the requirements of this change order, the Contractor shall be paid an amount of \$354,714. This work is anticipated to take place on Sunday February 19, 2012 through Monday, February 20, 2012, which is considered double time pay, or on a substitute weekend if operation is delayed; except for operations as noted.

**Work includes:**

Mobilize and demobilize all equipment and personnel to perform the demolition.

Preparatory demolition (prior to the noted weekend), including removal of existing electrical conduits and boxes, and the traveler rail system between Bents E29 to E33.

Structure demolition per Construction Staging sheets 194a, 195, 196c, 196d, 196e, 196f, 196g, and 196h of 210. Provide shoring towers at locations required to temporarily support members that are being cut or demolished. Sawcut as required; demolish, and remove barrier rail, deck, stringers, floor beams, girders and other members; demolish and remove concrete columns at Bents E33, E32, E31 and E30.

The portion of the deck and beams between Bents E33 and E39 shown for removal on Construction Staging sheet 194a of 210 will be demolished and removed on the noted weekend.

The contractor will remobilize demolition equipment to the site and complete the balance of the removal of bridge deck, beams, pier walls and wing walls between Bents E33 and E39 to the limits shown on Construction Staging sheet 196h of 210 at a later date, after completion of the construction of Wall "A". Pier walls will be removed to 3 feet below existing grade. This portion of the work will take place during normal weekday hours (when straight time labor rates apply).

This amount constitutes full and final compensation, including all markups, for the work specified in this change order.

Extra Work at Agreed Lump Sum.....\$354,714.00

All work includes cleaning up, hauling and disposing of all debris and materials at a legal offsite disposal or recycling facility.

Work includes hauling and disposing of the cut steel debris generated during the following operations: edge girder top

**CONTRACT CHANGE ORDER**

Change Requested by: Engineer

CCO: 557

Suppl. No. 1

Contract No. 04 - 0120S4

Road SF-80-12.7/13.2

FED. AID LOC.: NO FED AID

flange removal and moment release cuts (performed under CCO 555); final cuts for cross girders and floor beams (performed under CCO 540); and final cuts for longitudinal girder between E29 and intermediate floor beam to the east (performed under CCO 555s1). Provide plywood protection on the top deck of the bridge structure in order to protect the existing bridge deck to remain while performing demolition with track equipment sitting on the bridge deck. Price includes the cost of rental, and to repair any temporary support towers or equipment damaged during the demolition.

**Work excluded:**

Prepare demolition plans – this work will be performed as part of CCO 538.

Marking or surveying the limits of the demolition.

Place upstand beams (including drilling holes and setting bolts) – this work will be performed as part of CCO 540

Jacking – this work will be performed as part of CCO 547.

Edge Girder top flange removal as shown on Construction Staging sheets 192c and 192d of 210 will be performed as part of CCO 555.

Moment release cuts including edge girder top flange removal as shown on Construction Staging sheets 196a and 196b of 210 will be performed as part of CCO 555.

Final cut, and providing, placing and bolting edge protection angles as shown at Cross Girder/Floor Beam Cut detail on Miscellaneous Details sheet 181 of 210 will be performed as part of CCOs 539 and 540.

Final cut for longitudinal girder between E29 and intermediate floor beam to the east, as shown at Section C-C Longitudinal Girder on Miscellaneous Details sheet 181 of 210, will be performed as part of CCO 555s1.

Demolition or removal of South edge curb and barrier rails per Construction Staging sheet 192a of 210 will be done as part of CCO 557.

Total CCO: \$394,714.00

2-16-2012		Estimated Cost: Increase <input checked="" type="checkbox"/> Decrease <input type="checkbox"/> \$394,714.00	
By reason of this order the time of completion will be adjusted as follows: 0 days			
Submitted by			
Signature	<i>William Howe</i>	Resident Engineer	William Howe, Senior R.E.
			Date 02-17-12
Approval Recommended by			
Signature	<i>Deanna Vilcheck</i>	Area Construction Manager	Deanna Vilcheck
			Date 2/17/12
Engineer Approval by			
Signature	<i>Deanna Vilcheck</i>	Area Construction Manager	Deanna Vilcheck
			Date 2/23/12
We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.			
NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.			
Contractor Acceptance by			
Signature	<i>Edmund A. Richi</i>	(Print name and title)	Edmund A. Richi, President
			Date 2-21-2012

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CONTRACT CHANGE ORDER MEMORANDUM**

DATE: 1/24/2012 Page 1 of 2

TO: Deanna Vilcheck, ACM / <i>DV</i>			FILE: E.A. 04 - 0120S4	
FROM: William Howe, Senior R.E.			CO-RTE-PM SF-80-12.7/13.2	
FED. NO. NO FED AID				
CCO#: 557	SUPPLEMENT#: 1	Category Code: BZZZ	CONTINGENCY BALANCE (incl. this change) \$57,271,357.20	
COST: \$394,714.00		INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>	HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00		IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		
CCO DESCRIPTION: OTDD-WB Structure demolition			PROJECT DESCRIPTION: YBITS-1 (Yerba Buena Island Transition Structures)	
Original Contract Time: 1390 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 0 Day(s)	Percentage Time Adjusted: (including this change) 0 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 0

**THIS CHANGE ORDER PROVIDES FOR:**

Demolition of the existing Westbound Oakland Touchdown Bridge structure from Bent E29 to Bent E39.

This contract calls for the construction of the Yerba Buena Island Transition structures of the east span of the new San Francisco Oakland Bay Bridge (SFOBB). In a memo dated October 3, 2010, the Deputy Toll Bridge Program Manager recommended to the Toll Bridge Program Oversight Committee (TBPOC) that the Temporary Oakland Touchdown Detour be done under Contract Change Orders (CCO's). This recommendation was approved by the TBPOC in their October 7, 2010 meeting. Subsequently, a Contract Change Order Implementation Strategy for \$51.5 Million was prepared and approved by the TBPOC in their February 3, 2011 meeting. Once the new OTDD structure is completed, portions of the existing Oakland Touchdown Westbound Structure that conflict with the alignment of the new westbound structure will be demolished. This change order CCO 557 provides for the demolition of the existing westbound structure between Bent E29 and Bent E39. Consistent with the Implementation Strategy, CCO No. 557 was specifically approved for a not-to-exceed amount of \$1.9 Million by the TBPOC in their February 1, 2012 meeting.

Contract Change Order No. 557s0 was issued for \$49,473 on 2/13/2012 to cover a portion of the items in the scope of the original \$1.9 million approved for CCO 557; this supplement CCO 557s1 will cover the remaining demolition items for a cost of \$394,714.00, which will bring the total issued CCO and supplements to \$444,187, still within the original approved amount.

Compensation for the work associated with this change shall be paid at agreed lump sum, plus a force account portion to cover items that are not defined yet, such as lead paint abatement, lighting, and touch up painting. This change order provides funding for an estimated amount of \$394,714.00, which shall be funded from the project's contingency fund. A detailed cost analysis is on file in the project records.

No adjustment of contract time is warranted, as this change will not affect the controlling operation.

This change was requested by Mike Whiteside, Branch Chief, Office of Toll Bridge design, on a memo dated Feb. 06, 2012.

Maintenance concurrence is not required, as it involves demolition items only.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**CONTRACT CHANGE ORDER MEMORANDUM**

EA: 0120S4 CCO: 557 - 1

DATE: 1/24/2012 Page 2 of 2

<b>CONCURRED BY:</b>		<b>ESTIMATE OF COST</b>																			
Construction Engineer:	Jeannie Balderramos	Date	2-17-12																		
Bridge Engineer:	Gary Lal	Date	2/16/12																		
Project Engineer:	Charles Ho, Jaime Gutierrez	Date	2-24-12																		
Project Manager:	Ken Terpstra	Date	2-24-12																		
FHWA Rep.:		Date																			
Environmental:		Date																			
Other (specify):		Date																			
Other (specify):		Date																			
District Prior Approval By:		Date																			
HQ (Issue Approve) By:	Larry Salhaney	Date	2-17-12																		
Resident Engineer's Signature:	William Howe	Date	02-17-12																		
		<table border="1"> <thead> <tr> <th></th> <th>THIS REQUEST</th> <th>TOTAL TO DATE</th> </tr> </thead> <tbody> <tr> <td>ITEMS</td> <td>\$0.00</td> <td>\$0.00</td> </tr> <tr> <td>FORCE ACCOUNT</td> <td>\$40,000.00</td> <td>\$40,000.00</td> </tr> <tr> <td>AGREED PRICE</td> <td>\$354,714.00</td> <td>\$404,187.00</td> </tr> <tr> <td>ADJUSTMENT</td> <td>\$0.00</td> <td>\$0.00</td> </tr> <tr> <td><b>TOTAL</b></td> <td><b>\$394,714.00</b></td> <td><b>\$444,187.00</b></td> </tr> </tbody> </table>			THIS REQUEST	TOTAL TO DATE	ITEMS	\$0.00	\$0.00	FORCE ACCOUNT	\$40,000.00	\$40,000.00	AGREED PRICE	\$354,714.00	\$404,187.00	ADJUSTMENT	\$0.00	\$0.00	<b>TOTAL</b>	<b>\$394,714.00</b>	<b>\$444,187.00</b>
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<b>TOTAL</b>	<b>\$394,714.00</b>	<b>\$444,187.00</b>																			
		<b>FEDERAL PARTICIPATION</b> <input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE <input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING																			
		<b>FEDERAL SEGREGATION</b> (if more than one Funding Source or P.I.P. type) <input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS																			
		<table border="1"> <thead> <tr> <th>FEDERAL FUNDING SOURCE</th> <th>PERCENT</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		FEDERAL FUNDING SOURCE	PERCENT																
FEDERAL FUNDING SOURCE	PERCENT																				

## *Memorandum*

**TO:** Toll Bridge Oversight Committee (TBPOC)    **DATE:** April 5, 2012

**FR:** Dina Noel, Assistant Deputy Director Toll Bridge Program, CTC

**RE:** Agenda No. - 2b4  
Item - Consent Calendar  
BATA Light Pole Contract –  
Purchase Order Amendments 1 & 2

---

**Recommendation:**

**APPROVAL**

**Cost:**

\$2,542,410

**Schedule Impacts:**

N/A

**Discussion:**

**BATA Light Pole Purchase Order Amendments 1 and 2 in the amount \$2,542,410** will compensate the pole fabricator for additional fabrication, engineering and delay costs concerning the fabrication of the 253 EA light poles for the new SFOBB East Span corridor and provides for furnishing an additional 20 EA light poles for the future YBI on and off ramps to the SFOBB.

A cost of \$2,500,000 was approved by the TBPOC on January 5, 2012 for these change orders (See attachment). Of this cost, \$500,000 is being funded with the supplemental funding approved by BATA on September 8, 2010 concerning anticipated weld aesthetic issues and \$2,000,000 is provided by additional funding to the contract. The \$42,410 in actual costs above the \$2,500,000 approved will be funded by the \$434,000 in contingency funds allotted to the pole fabrication contract.

**Attachment(s):**

- 1) TBPOC Memo Item 4b – dated December 28, 2011
- 2) BATA Oversight Item 2c – dated February 1, 2012
- 3) BATA Original Purchase Order #8578
- 4) BATA Purchase Order #8578 Amendment 1 & 2

## *Memorandum*

**TO:** Toll Bridge Oversight Committee (TBPOC)    **DATE:** December 28, 2011  
**FR:** Mike Forner, Principal Construction Manager, Caltrans  
Jason Weinstein, Senior Program Coordinator, BATA  
**RE:** Agenda No. - 4b  
Item – Program Issues  
BATA Light Pole Contract – Additional Funds

---

**Recommendation:**

**APPROVAL**

**Cost:**

BATA 007: Additional Funding of \$2,000,000 (Not to Exceed)

**Schedule Impacts:**

N/A

**Discussion:**

In December 2009, BATA allocated \$20 M for the procurement of the light poles for the new East Span of the SFOBB. In September 2010, the BATA Oversight Committee approved a BATA contract with Valmont Industries, Inc. to furnish 253 light poles for the SFOBB East Span corridor. The total amount authorized was \$3,822,909, comprised of a \$2,888,909 purchase order, \$434,000 in contingency funding and \$500,000 in supplemental funding. Delivery of the poles was specified to occur from September 2011 through September 2012.

During the shop drawing review process numerous modifications were made to the poles due to:

- accommodating the existing as-built conditions of the foundations,
- constructability issues with the fabrication of the pole's starter wall,
- architectural issues with welded joints and painting, and
- fixture attachment details along with other miscellaneous changes to the plans.

These modifications have resulted in additional costs to Valmont both in direct fabrication costs and in delay cost associated with material escalation and idle shop time due to the approximately 6-month delay to the fabrication resulting from the modifications. In addition to the modifications to the poles, 20 additional poles have been requested to be added to this project.

Based on preliminary cost information provided by Valmont, it is anticipated that the additional cost resulting from the changes and delays to the pole fabrication, and the

## *Memorandum*

additional poles should be approximately \$2,500,000 (see Cost Summary Matrix attachment). Of this cost, \$500,000 can be funded with the supplemental funding approved by BATA in September 2010. The approximately \$2,000,000 remaining is being requested to be paid by additional funding to the contract. If approved, this would leave intact the original contingency funding of \$434,000 for any future contract costs. Pending TBPOC approval, BATA staff will prepare an item for the February 2012 BATA Oversight Committee to amend the purchase order with Valmont to reflect the proposed modifications shown in the table below. Valmont has committed to a revised March 2012 through September 2012 delivery schedule which will have no impact on the planned Seismic Safety Opening.

The corridor risk management plan includes a 50% probable amount of \$5M to address MEP compatibility issues across contracts and to cover variances from \$34.2 M estimate from November 2008 (see SFOBB MEP Integration Strategy attachment). However, given the contingencies that were included in the 34.2 M estimate, this contract change order can be funded from this contingency. It is not anticipated that funds from risk management will be needed at this time.

The table below illustrates the breakdown of the \$20 M to be used for furnishing the light poles and light fixtures.

	Item	Current Estimate	Proposed Modification	Delta
Light Poles	Bid Items and CCO's	\$2,888,909.33	\$5,388,909.33	\$2,500,000.00
	Light Pole Contingency	\$434,000.00	\$434,000.00	\$0.00
	Supplemental Work	\$500,000.00	\$0.00	(\$500,000.00)
	<b>Subtotal</b>	<b>\$3,822,909.33</b>	<b>\$5,822,909.33</b>	<b>\$2,000,000.00</b>
Light Fixtures	Light Fixtures	\$13,500,000.00	\$13,500,000.00	
	Light Fixture Contingency	\$2,677,090.67	\$677,090.67	(\$2,000,000.00)
	<b>Total</b>	<b>\$20,000,000.00</b>	<b>\$20,000,000.00</b>	

### **Attachment(s):**

1. Light Pole Modification – Cost Summary Matrix
2. SFOBB MEP Integration Strategy

Item #	Description of change / Issue	Reason for change	Impact from Change	Estimated Cost				
				Hours / pole	# of poles	Estimated total hours	Hourly Rate	Estimated Total Cost
1	Pole shaft to starter wall connection and center hole size	Original size of the center hole would not allow for proper welding & UT testing of the welds at shaft to the starter wall and starter wall to base plate. Bigger opening was also needed for as-built conditions of the foundations on Skyway	Increased the thickness of the starter wall plates by about 30%, therefore Starter wall seam weld quantities increased drastically, requiring wall to be even thicker so that they can be machined to meet the esthetics and design thickness requirements.	12	217	2604	\$190	\$494,760
2	Hand welding of the channel (original length) to meet the aesthetic requirements & Changes to channel H detail at the bottom of the pole	Machine welding would have caused waves within the contract tolerance but not acceptable aesthetically.	Additional labor to hand weld the seams, then grind and buff.	10	217	2170	\$190	\$412,300
		In Addition the changes to the detail at the bottom of channel was made by the designer for strength.	The H section detail at the bottom of the channel has to be built separately, welded, grind & buff.					
3	Increased channel length, from below the fixture to all the way to the top of the pole.	Requested by Architect (negative space between the fixtures)	Added 30% length to the channel, all hand weld, grinded and buffed	7	217	1519	\$190	\$288,610
4	Hand grinding and buffing of the circumferential joints and the entire pole (buffing and painting issues)	Grinding and buffing the circumferential joints was required per contract, but as a result of this, the entire length of the pole will be buffed to have a consistent texture	Hand buffing the entire pole for texture and finish paint consistency	5	217	1085	\$190	\$206,150
5	Weight increases (base plate, starter wall & shafts). The cost also Includes escalation cost for steel for all poles.	Non-standard base plate. Escalation cost of steel.	Base plate thickness had to increase to the next standard nominal size. For Center hole increase see item 1.					\$100,000
		Thicker starter walls	Added weight					
		Shaft thickness increase to reduce one circumferential joint to improve appearance.	One joint was eliminated on 20M, 17.5M and 12M poles, resulted in increase shaft thickness.					
6	Light fixture attachments details	Not part of the original pole contract. Changes not final until # of fixtures were decided.	Added Handholes & attachment holes for fixtures	5	253	1265	\$190	\$240,350
7	Additional R&D to help with the design changes	Needed input from Valmont to make design changes that are constructible	Required Valmont Engineering staff's time to modify plans					\$75,000
8	Coordination with Musco (fixture manufacturer) & fabrication of additional prototypes	The fixtures were not part of the original pole contract.	Required time from Valmont engineering staff to coordinate with Musco Lighting and also to make additional prototypes.					\$60,000
9	Misc Minor changes, lifting points, aluminum hand hole covers	Per contact lifting points not adequate for poles with fixtures. The original steel covers for handhole would have created rust lines at hinges.	Added fabrication cost for the minor changes	2	253	506	190	\$96,140
10	Schedule change & Shop window	Original contract 18 months, now only 12 months, delay start due to above changes. Original contract 1st delivery Sep 2011, Now revised to May 2012	Shop impact due to delay and also due to compressed schedule					\$200,000
11	Credit for reducing one circumferential joint on 12M, 17.5M and 20M poles	Designer approved a change request to fabricate the shafts in one piece on 12M poles instead of 2 sections and 2 sections for 17.5 & 20M poles instead of 3 sections	Credit for less welding	-6	93	-558	190	(\$106,020)
12	20 additional poles (16 for future City Ramps and 4 for landing at YBI-2 Project)	Buying 16 poles for future City ramps and 4 poles for the landing area of YBI-2 project for consistency.	City will reimburse BATA for the 16 poles. The other 4 poles are part of Bay Bridge project.		20		11000	\$220,000

	Estimated Totals			35		8591		\$2,287,290
		Sales Tax (9.5%)						\$217,293
		Total Estimated cost for all changes						\$2,504,583

# SFOBB MEP Integration Strategy (CONFIDENTIAL)

1-5-2012

	Segregation of Work	Nov 2008 Estimated Cost	May 2011 Estimated Cost	January 2012 Estimated Cost	Executed Contracts / CCOs to Date	Comments
<b>A</b>	<b>Furnish Light Poles (BATA Contract)</b>					
ITEM 1A	Furnish Light Poles	\$15,300,000.00	\$4,000,000.00	\$5,822,909.33	\$2,888,909.00	The fixtures were eliminated from this contract and added to Item 1B below.
ITEM 2A	Storage Cost	\$1,500,000.00	\$500,000.00	\$200,000.00		
	Contingency (Included in the above)					
	<b>Total Estimated Cost To Furnish Light Poles (BATA Contract)</b>	<b>\$16,800,000.00</b>	<b>\$4,500,000.00</b>	<b>\$6,022,909.33</b>	<b>\$2,888,909.00</b>	
<b>B</b>	<b>MEP Integration Work Installation</b>					
ITEM 1B	Install Light Poles (Skyway and OTD1), F&I LED fixture for corridor poles	\$2,000,000.00	\$13,500,000.00	\$13,500,000.00	\$13,466,929.00	Fixtures were eliminated from pole contract and added to this item, more fixtures were also added. CCO 902 on YBI-1 & 167-S1 on SAS
ITEM 2B	Installation of MEP items eliminated from Skyway & OTD1	\$8,000,000.00	\$8,000,000.00	\$8,000,000.00	\$5,000,000.00	CCO 110 has been issued for approx. \$5M
ITEM 3B	Upgrades & Revisions of the already installed components (Skyway & OTD1)	\$2,500,000.00	\$2,500,000.00	\$2,500,000.00	\$1,600,000.00	CCO 163
ITEM 4B	Installation of BASE System (conduits & Cabinets within Skyway & OTD1)	\$2,000,000.00	\$0.00	\$0.00		This work is included in Item D below
ITEM 5B	Contingency (20%), reduced to 15% in January 2012	\$2,900,000.00	\$4,800,000.00	\$3,600,000.00		Contingency reduced to 15% in Janary 2012
	<b>Total Estimated Cost For Installation</b>	<b>\$17,400,000.00</b>	<b>\$28,800,000.00</b>	<b>\$27,600,000.00</b>	<b>\$20,066,929.00</b>	
	<b>Total for all Light Poles &amp; MEP Integration Work (within Skyway &amp; OTD1)</b>	<b>\$34,200,000.00</b>	<b>\$33,300,000.00</b>	<b>\$33,622,909.33</b>	<b>\$22,955,838.00</b>	Total of \$34.2M for Items A & B was approved by TBPOC 11-6-2008
<b>C</b>	<b>System Wide Testing (Entire Corridor)</b>					
ITEM 1C	System wide (Entire Corridor) testing, Relay Setting, SCADA development & commissioning	\$3,000,000.00	\$3,000,000.00	\$3,000,000.00		
ITEM 2C	Resolution of system wide testing issues (for entire corridor)	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00		
ITEM 3C	Contingency (20%)	\$900,000.00	\$900,000.00	\$900,000.00		
	<b>Total Estimated Cost Of System wide Testing</b>	<b>\$5,400,000.00</b>	<b>\$5,400,000.00</b>	<b>\$5,400,000.00</b>		\$5.4M (TBPOC May 6, 2010)
<b>D</b>	<b>Complete BASE System (Entire Corridor)</b>					
ITEM 1D	Hardware (about 150 cameras, interface box and decoder for each camera / wiring)	\$3,000,000.00	\$3,000,000.00	\$3,000,000.00		
ITEM 2D	Installation cost (Camera & Hardware)	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00		
ITEM 3D	New dedicated fiber line in both structures with 2 loops (installed)	\$2,000,000.00	\$2,000,000.00	\$2,000,000.00	\$900,000.00	CCO's 901 on YBI and 150 on SAS
ITEM 4D	Contingency (20%)	\$1,300,000.00	\$1,300,000.00	\$1,300,000.00		
	<b>Total Estimated Cost for BASE System</b>	<b>\$7,800,000.00</b>	<b>\$7,800,000.00</b>	<b>\$7,800,000.00</b>	<b>\$900,000.00</b>	Need to transfer funds from rehab for this work
	<b>Total for all above items (Including BATA Contract)</b>	<b>\$47,400,000.00</b>	<b>\$46,500,000.00</b>	<b>\$46,822,909.33</b>	<b>\$23,855,838.00</b>	





Joseph P. Bort MetroCenter  
 101 Eighth Street  
 Oakland, CA 94607-4700  
 TEL 510.817.5700  
 TDD/TTY 510.817.5769  
 FAX 510.817.7848  
 E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
 WEB [www.mtc.ca.gov](http://www.mtc.ca.gov)

## *Memorandum*

TO: BATA Oversight Committee

DATE: February 1, 2012

FR: Executive Director

W. I. 1256

RE: Purchase Order Amendment – San Francisco-Oakland Bay Bridge East Span Replacement Project  
Light Poles: Valmont Industries, Inc. (\$2,500,000)

Staff is proposing that the Committee authorize the Executive Director to issue a Purchase Order Amendment in an amount not to exceed \$2,500,000 to Valmont Industries, Inc. for the fabrication and delivery of bridge lighting assemblies for the San Francisco-Oakland East Span Replacement Project.

### **Background**

In December 2009, BATA allocated \$20 million for the procurement of the light poles for the new Eastern Span of the San Francisco Oakland Bay Bridge. In September 2010, the BATA Oversight Committee approved a competitively bid contract with Valmont Industries, Inc. to furnish 253 light poles for the SFOBB East Span corridor. The total original amount authorized was \$3,822,909, comprised of a \$2,888,909 purchase order to Valmont, \$434,000 in contingency funding and \$500,000 in supplemental funding. Delivery of the poles was specified to occur from September 2011 through September 2012.

During the shop drawing review process numerous modifications were made to the poles due to:

- accommodating the existing as-built conditions of the foundations,
- constructability issues with the fabrication of the pole's starter wall,
- architectural issues with welded joints and painting, and
- fixture attachment details along with other miscellaneous changes to the plans.

These modifications have resulted in additional costs to Valmont both in direct fabrication costs and in delay cost associated with material escalation and idle shop time due to the approximately 6-month delay to the fabrication resulting from the modifications. In addition to the modifications to the poles, 20 additional poles have been added to the project.

The additional cost resulting from the changes and delays to the pole fabrication, and the additional poles should not exceed \$2,500,000. Of this cost, \$500,000 can be funded with the supplemental funding originally approved by BATA in September 2010. The \$2,000,000 remainder will be funded from contingencies within the original authorized \$20 million procurement budget for all light poles and fixtures. The Toll Bridge Program Oversight Committee (TBPOC) approved this action at their January 2012 meeting. Valmont has committed to a revised March 2012 through September 2012 delivery schedule which will have no impact on the planned Seismic Safety Opening.



The table below illustrates the breakdown of the \$20 million procurement budget to be used for furnishing the light poles and light fixtures, as well as, the amended purchase order with Valmont:

	Item	Current Estimate	Proposed Modification	Delta
Light Poles	Bid Items and CCO's	\$2,888,910	\$5,388,910	\$2,500,000
	Light Pole Contingency	\$434,000	\$434,000	\$0
	Supplemental Work	\$500,000	\$0	(\$500,000)
	<b>Subtotal</b>	<b>\$3,822,910.00</b>	<b>\$5,822,910.00</b>	<b>\$2,000,000</b>
Light Fixtures	Light Fixtures	\$13,500,000	\$13,500,000	
	Light Fixture Contingency	\$2,677,090	\$677,090	(\$2,000,000)
	<b>Total</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>	

### Recommendation

Staff recommends that the Committee authorize the Executive Director or his designee to issue a Purchase Order Amendment for fabrication and delivery of bridge lighting assemblies for the San Francisco-Oakland East Span Replacement Bridge to Valmont Industries, Inc. in an amount not to exceed \$2,500,000.




---

Steve Heminger

REQUEST FOR COMMITTEE APPROVAL  
Summary of Proposed Purchase Order

Work Item No.: 1256

Vendor: Valmont Industries, Inc.  
Omaha, Nebraska

Work Project Title: Fabrication and Delivery of Bridge Lighting Assemblies

Purpose of Project: Fabrication and delivery of 273 lighting assemblies for the San Francisco-Oakland Bay Bridge East Span Replacement Project.

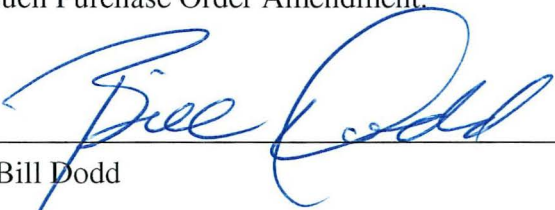
Brief Scope of Work: The scope of work includes the manufacture, fabrication, inspection, testing, and shipping of the lighting assemblies.

Project Cost:	Purchase Order Amendment	\$2,500,000
	Original Purchase Order	\$2,888,910
	Total Revised Purchase Order	\$5,388,910
	Project Contingency	\$434,000

Funding Source: Toll Bridge Seismic Retrofit Program Funds

Fiscal Impact: Project costs will be consistent with funds programmed and budgeted.

Motion by Committee: That the Executive Director, or his designee, is authorized to issue a Purchase Order Amendment for \$2,500,000 for fabrication and delivery of bridge lighting assemblies for the San Francisco-Oakland East Span Replacement Bridge to Valmont Industries, Inc. and the Chief Financial Officer is authorized to set aside funds for such Purchase Order Amendment.

BATA Oversight Committee:   
Bill Dodd

Approved: Date: February 8, 2012



# Metropolitan Transportation Commission | General Requisition

☐ MTC☐ SAFE☒ BATA☐ RAFC

Date: 09/09/2010

Date Required: 09/14/2010

Work Item Number:

Requested by: Stephen Baker

Type of Request (check one): PO ☒ Credit Card ☐ Direct Order ☐If PO request, is this a PO Amendment? Yes ☐ No ☒ If Yes, List Orig PO #

Suggested vendor: Valmont Industries Inc.

Street: PO BOX 358 Valley

City: Valley

State NE

Zip

68064-0358

Item	Quantity	Unit of Issue	Description	Price Per Unit	Total Cost
1	4	ea	ROADWAY LIGHTING ASSEMBLY (20M POLE WITH 3 LUMINAIRES)	\$21,500.03	\$86,000.12
2	62	ea	ROADWAY LIGHTING ASSEMBLY (20M POLE WITH 4 LUMINAIRES)	\$21,500.03	\$1,333,001.86
3	4	ea	ROADWAY LIGHTING ASSEMBLY (17.5M POLE WITH 3 LUMINAIRES)	\$17,971.56	\$71,886.24
4	10	ea	ROADWAY LIGHTING ASSEMBLY (17.5M POLE WITH 4 LUMINAIRES)	\$17,971.56	\$179,715.60
5	10	ea	ROADWAY LIGHTING ASSEMBLY (15M POLE WITH 3 LUMINAIRES)	\$14,459.56	\$144,595.60
			Note: vendor will be paid in four (4) installments based on IFB delivery schedule for poles fabricated and delivered to project site		

Subtotal This Page: \$1,815,199.42

Subtotal From Page 2: \$1,073,709.91

If Amendment, List Current Cumulative PO Amount: 0

Tax rate: 0.00%

Tax: \$0.00

Shipping: \$0.00

Tax rate for shipping: 0.00%

Tax on shipping \$0.00

Total: \$2,888,909.33

Choose one of the following:

☐Informal Bid (<\$25,000)  
List alternate bid info. below☐Sole Source (required for single  
source >3K, list type sole source type  
below) Attached Memo.☒Competitive Bid  
(>25,000) If yes, list  
pathname☐Other  
If yes, explain

Comments:

Informal Bid Information:

Alternate Vendor 1

Price

Price

Alternate Vendor 2

Price

Price

1 Approval to \$25,000

2

I.T. Approval

3

Finance

Section Director

FUND \_\_\_\_\_ FY \_\_\_\_\_  
WE \_\_\_\_\_ Dept \_\_\_\_\_  
Object \_\_\_\_\_ JL \_\_\_\_\_ Approved \_\_\_\_\_

4

Purchasing

FY/Budget

5

Approval to \$100,000

6

Approval \$100,001 and Over

Reviewed By &amp; Date

Deputy Executive Director

Executive Director

Date

Indicate Committee and Approval Date:

Disposition: PO# \_\_\_\_\_ and Date \_\_\_\_\_ Credit Card Purchase Date: \_\_\_\_\_ Direct Order Approval Date: \_\_\_\_\_

## Additional items

ITEM	QUANTITY	UNIT OF ISSUE	DESCRIPTION	PRICE PER UNIT	TOTAL COST
6	6	ea	ROADWAY LIGHTING ASSEMBLY (15M POLE WITH 4 LUMINAIRES)	\$14,459.56	\$86,757.36
7	13	ea	ROADWAY LIGHTING ASSEMBLY (12M POLE WITH 3 LUMINAIRES)	\$10,695.14	\$139,036.82
8	32	ea	ROADWAY LIGHTING ASSEMBLY (10M POLE WITH 3 LUMINAIRES)	\$8,609.14	\$275,492.48
9	56	ea	ROADWAY LIGHTING ASSEMBLY (7M POLE WITH 1 LUMINAIRE)	\$6,733.16	\$377,056.96
10	20	ea	VIADUCT LIGHTING ASSEMBLY	\$5,783.83	\$115,676.60
11	36	ea	BELVEDERE LIGHTING ASSEMBLY	\$2,052.33	\$73,883.88
12	14	ea	PROVISION FOR FUTURE TOS/MVDS INSTALLATION	\$93.29	\$1,306.06
13	6	ea	PROVISION FOR FUTURE TOS/CCTV INSTALLATION	\$109.75	\$658.50
14	35	ea	PROVISION FOR FUTURE CCTV INSTALLATION	\$109.75	\$3,841.25
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					

**Subtotal:** \$1,073,709.91





# Metropolitan Transportation Commission | General Requisition

☐ MTC

☐ SAFE

☒ BATA

☐ RAFC

Date: 3/26/2011

Date Required: ASAP

Work Item Number:

Type of Request (check one):

Requested by: J. Weinstein

☒ PO ☐ Credit Card ☐ Direct Order

If PO request, is this a PO Amendment? ☒ Yes ☐ No

If Yes, List Orig PO #: 8578

Suggested vendor: Valmont Industries #V02785

Street:

City:

State

Zip

Item	Quantity	Unit of Issue	Description	Price Per Unit	Total Cost
1	1 ea		Change Order No. 1 to IFB to compensate contractor for additional fabrication impacts due to design modifications and architectural enhancements as per the attached Change Order documentation and schedule, all terms and conditions of the original PO remain in effect.	0	0
2					
3	1	LS	Engineering, Management, Material and Delay mitigation costs during 10 month period when the pole design was being finalized as documented and approved	\$440,000.00	\$440,000.00 ✓
4	253	EA	Additional Direct Cost per pole due to: (Starter Wall Fabrication, Channel Fabrication, Additional finished surface requirements for each pole)	\$7,481.11	\$1,892,720.00 ✓
5					

Subtotal This Page: \$2,332,720.00

Subtotal From Page 2: \$0.00

If Amendment, List Current Cumulative PO Amount: 2,888,909.33

Tax rate: 0.00%

Tax: \$0.00

Shipping: \$0.00

Tax rate for shipping: 0.00%

Tax on shipping: \$0.00

**Total: \$5,221,629.33**

Choose one of the following:

☐ Informal Bid (<\$25,000) List alternate bid info. below

☐ Sole Source (required for single source >3K. list type sole source type below) Attached Memo.

☐ Competitive Bid (>25,000) If yes, list pathname

See pathname below

☐ Other If yes, explain

Comments:

J:\CONTRACT\Procurements\Equipment-Supplies\IFBs\FY 09-10\SFOBB Light Poles\SFOBB Light Poles IFB.pdf

Informal Bid Information:

Alternate Vendor 1 Price Alternate Vendor 2 Price

1 Approval to \$25,000

2 I.T. Approval

3 Finance

FUND FY WE Dept Object JL Approved

4 Purchasing

FY/Budget

5 Approval to \$100,000

6 Approval \$100,001 and Over

Verified Adherence to Purchasing Policy &amp; Date

Deputy Executive Director

Executive Director

Indicate Committee and Approval Date

3/28/12

3/29/12

DISPOSITION: PO# and Date Credit Card Purchase Date: Direct Order Approval Date:

# Additional items

ITEM	QUANTITY	UNIT OF ISSUE	DESCRIPTION	PRICE PER UNIT	TOTAL COST
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					

Vendor acknowledges receipt of  
 this Change Order No. 1 and accepts all its  
 associated terms and conditions by signing  
 below: \_\_\_\_\_

Subtotal: \$0.00

**BATA CONTRACT No. 007**  
**CHANGE ORDER No. 01**

**Fabrication Impacts Due to Design Modifications & Architectural Enhancements**

Due to all changes, impacts and delays to the fabrication of the roadway, viaduct and belvedere lighting assemblies, the Contract amount shall be increased by \$2,332,720.00. Based on this increase, the amended Contract amount shall be \$5,221,629.33.

Except for any additional costs pertaining to the fabrication of the belvedere lighting assemblies, the compensation provided under this change order constitutes full compensation, including all markups, for all outstanding costs incurred due to all changes, delays and impacts incurred to all the lighting assembly fabrication through February 29, 2012.

The compensation provided under this change order includes both costs incurred to date and future costs to be incurred in order to implement changes to the work as ordered through BATA responses and comments to all shop drawings, Requests For Information and all other submittals from Valmont Industries through February 29, 2012.

Due to all changes, impacts and delays incurred to the fabrication of the lighting assemblies through February 29, 2012, the delivery schedule for the lighting assemblies specified under Section 10-3.08 "LIGHTING ASSEMBLIES DELIVERY SCHEDULE" of Appendix A – Technical Specifications of the Contract shall be revised as shown on Page No. 2 of this change order. The compensation provided under this change order includes both past and future costs to mitigate delays by compressing the fabrication schedule pertaining to the delivery of the lighting assemblies as necessary to maintain the revised Contract delivery schedule as revised under this change order.

Due to the delays incurred to the fabrication of the lighting assemblies, Item No. 12. "Payment" of Appendix D of the Contract shall be modified to allow for the supplier to invoice BATA for the cost of materials purchased for the lighting assembly fabrication and for the progress payment of lighting assemblies in the process of being fabricated.

**Cost of Change Order**

**\$2,332,720.00**

**(Attach Page 2 w/ Revised Delivery Schedule)**

	Westbound Structures						Eastbound Structures						Total
Pole	YBI 1	YBI 2	SAS	Skyway	OTD 1	Sub-total	YBI 1	YBI 2	SAS	Skyway	OTD2	Sub-total	
	Light Pole Number						Light Pole Number						
	1001-1 to 1001-16	1021-21-1 to 1021-6	1031-1 to 1031-4	1301-1 to 1301-6	1601-1 to 1601-8		2023-1 to 2023-4	2042-1 to 2042-11	2031-1 to 2031-4	2301-1 to 2301-6	2601-1 to 2601-8		
	1002-1 to 1002-10	1021-13 to 1021-16	1032-1 to 1032-2	1302-1 to 1302-7	1602-1 to 1602-7		2024-1 to 2024-3		2032-1 to 2032-2	2302-1 to 2302-7	2602-1 to 2602-7		
	1021-7 to 1021-12			1303-1 to 1303-6			2041-1 to 2041-13			2303-1 to 2303-6			
	1022-1 to 1022-10			1304-1 to 1304-6						2304-1 to 2304-6			
	1023-1 to 1023-3			1305-1 to 1305-6						2305-1 to 2305-6			
	1024-1 to 1024-3			1306-1 to 1306-6						2306-1 to 2306-6			
				1307-1 to 1307-6						2307-1 to 2307-6			
	Light Pole Quantity						Light Pole Quantity						
7	42	10	0	0	0	52	15	11	0	0	0	26	78
10	0	0	0	1	15	16	0	0	0	1	15	16	32
12	2	0	0	4	0	6	1	0	0	4	0	5	11
15	2	0	0	6	0	8	2	0	0	6	0	8	16
17.5	2	0	0	5	0	7	2	0	0	5	0	7	14
20	0	0	6	27	0	33	0	0	6	27	0	33	66
	48	10	6	43	15	122	20	11	6	43	15	95	217
Delivery (days)	770	770	770	630	630		770	770	770	770	770		

Bike Path Belvedere Assemblies

	YBI 1	YBI 2	SAS	Skyway	OTD 1	Sub-total	YBI 1	YBI 2	SAS	Skyway	OTD2	Sub-total	
	N/A	N/A	N/A	N/A	N/A		08E-1 to 08E-4		20E-1 to 20E-4	10E-1 to 10E-4	24E-1 to 24E-4		
	N/A	N/A	N/A	N/A	N/A				22E-1 to 22E-4	12E-1 to 12E-4			
	N/A	N/A	N/A	N/A	N/A					14E-1 to 14E-4			
	N/A	N/A	N/A	N/A	N/A					16E-1 to 16E-4			
	N/A	N/A	N/A	N/A	N/A					18E-1 to 18E-4			
3.5	N/A	N/A	N/A	N/A	N/A		4		8	20	4	36	36
Delivery (days)							770	770	770	770	770		

\*Calendar Days after Award of Contract



K015333



# Metropolitan Transportation Commission | General Requisition

☐ MTC

☐ SAFE

☒ BATA

☐ RAFC

Date: 3/26/2011 9/9/10

Date Required: ASAP

Work Item Number:

Type of Request (check one):

Requested by: J. Weinstein

☒ PO ☐ Credit Card ☐ Direct Order

 If PO request, is this a PO Amendment? ☒ Yes ☐ No

If Yes, List Orig PO #: 8578

Suggested vendor: Valmont Industries #V02785

Street:

City:

State

Zip

Item	Quantity	Unit of Issue	Description	Price Per Unit	Total Cost
1	1 ea		Change Order No. 2 to IFB for furnishing 7M Poles for YBI City Ramp as per the attached Change Order documentation and schedule, all terms and conditions of the original PO and its Amendment 1, remain in effect.	0	0
2					
3	20	EA	Furnish 7M Poles for YBI City Ramp Project	\$10,484.50	\$209,690.00
4					
5					

Subtotal This Page: \$209,690.00

Subtotal From Page 2: \$0.00

If Amendment, List Current Cumulative PO Amount: 5,221,629.33

Tax rate: 0.00%

Tax: \$0.00

Shipping: \$0.00

Tax rate for shipping: 0.00%

Tax on shipping: \$0.00

**Total: \$5,431,319.33**

Choose one of the following:

☐ Informal Bid (<\$25,000) List alternate bid info. below
 ☐ Sole Source (required for single source >3K, list type sole source type below) Attached Memo.
 ☐ Competitive Bid (>25,000) If yes, list pathname
 ☐ See pathname below
 ☐ Other If yes, explain

Comments:

J:\CONTRACT\Procurements\Equipment-Supplies\IFBs\FY 09-10\SFOBB Light Poles\SFOBB Light Poles IFB.pdf

Informal Bid Information:

Alternate Vendor 1 Price Price  
 Alternate Vendor 2 Price Price

<b>1 Approval to \$25,000</b>  Section Director	<b>2 I.T. Approval</b> 	<b>3 Finance</b> FUND _____ FY _____ WE _____ Dept _____ Object _____ JL _____ Approved _____
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<b>4 Purchasing</b> FY/Budget Verified Adherence to Purchasing Policy & Date	<b>5 Approval to \$100,000</b>  Deputy Executive Director	<b>6 Approval \$100,001 and Over</b> Executive Director  Date 3/29/12 Indicate Committee and Approval Date
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DISPOSITION: PO# and Date Credit Card Purchase Date: Direct Order Approval Date:

## Additional items

ITEM	QUANTITY	UNIT OF ISSUE	DESCRIPTION	PRICE PER UNIT	TOTAL COST
6					
7					
8			change order no. 2		
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24					

**Subtotal:**

\$0.00

**BATA CONTRACT No. 007**  
**CHANGE ORDER No. 02**

**Furnish 7M Poles for YBI City Ramp Project**

Valmont Industries shall furnish an additional 20 EA Roadway Lighting Assemblies (7M Pole) to BATA. The lighting assemblies to be furnished shall incorporate all changes to the work as ordered through BATA responses and comments to all shop drawings, Requests For Information and all other submittals from Valmont Industries through February 29, 2012.

For furnishing the additional 20 EA roadway lighting assemblies, the Contract amount shall be increased by \$209,690.00 which constitutes full compensation, including all markups, for this change.

Based on this increase, the amended Contract amount, including this change order and Change Order No. 1, shall be \$5,431,319.33.

The delivery of the 20 EA roadway lighting assemblies to be furnished under this change order shall be made within 770 calendar days after the award of the Contract.

**Cost of Change Order**

**\$209,690.00**

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Andrew Fremier, Deputy Director, Operations, BATA/MTC

**RE:** Agenda No. - 2c  
Consent Calendar  
Item- Final Project Progress and Financial Update March 2012

---

**Recommendation:**  
**APPROVAL**

**Cost:**  
N/A

**Schedule Impacts:**  
N/A

**Discussion:**

By meeting time, the PMT would have approved the Final Project Progress and Financial Update March 2012 under a delegated TBPOC authority. TBPOC confirmation of this approval is requested.

**Attachment(s):**  
N/A

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Ali Banani, - COS Project Control Manager, CT  
Peter Lee, - Senior Program Coordinator, BATA

**RE:** Agenda No. - 3a  
Item- TBSRP COS Update and FY 2012 – 13 Allocation Request

---

**Recommendation:**  
**APPROVAL**

**Cost Impacts:**  
No impact, current allocation is within the program COS budget.

**Schedule Impacts:**  
NA

**Discussion**  
Staff requests TBPOC approval of the FY 2012-13 COS Allocation Request of \$89.5 million for the program.

FY 2011-12 COS Update

For FY 2011-12, the TBPOC approved a TBSRP program COS allocation of \$109.7 M. Based on expenditures through February 2012, staff is projecting an under run of \$4 million in the allocation, with savings realized on the SFOBB, Antioch and Dumbarton bridges.

Table 1 - FY 2011-12 COS Allocation and Forecast  
\$ in millions

Project	FY 2011-12 COS Allocation	FY 2011-12 COS Forecast	Difference
SFOBB East Span Replacement	\$93.6	\$92.4	-\$1.2



Antioch Bridge Retrofit	\$ 4.4	\$ 3.3	-\$1.1
Dumbarton Bridge Retrofit	\$11.7	\$10.0	-\$1.7
TBSRP Total	\$109.7	\$105.7	-\$4.0

FY 2012-13 COS Allocation Request

For next fiscal year, the Department is requesting an allocation of \$89.5 million for the entire TBSRP program, including the Dumbarton and Antioch Bridges and the East Span. On the East Span, there are significant reductions in METS expenditures with completion of fabrication in China. COS is expected to be minimal on the Antioch Bridge for contract closeout, and is expected to decrease on the Dumbarton Bridge retrofit as construction moves towards completion during the Fiscal Year. With TBPOC approval, the Department will forward the allocation request for BATA approval. Below is the COS request by project as compared to last year:

Table 2 - FY 2012-13 COS Allocation Request  
\$ in millions

Project	FY 2011-12 COS Budget	FY 2012-13 COS Request	Difference
SFOBB East Span Replacement	\$93.6	\$82.9	-\$10.7
Antioch Bridge Retrofit	\$ 4.4	\$ 0.2	-\$4.2
Dumbarton Bridge Retrofit	\$11.7	\$ 6.4	-\$5.3
TBSRP Total	\$109.7	\$89.5	-\$20.2

Forecast at Completion

The FY 2012-13 allocation of COS funds is within current COS budget at the program level. However, the currently approved budgets for the SAS project is not sufficient to cover its COS allocation request for FY 12-13 and a budget change will be required for the project.

While our acceleration change orders appear to be successfully moving the East Span and program forward, risk management continues to track the possibility of challenges and

## *Memorandum*

delays that may impact the program and the COS budget. Based on the Q4 2011 analysis, we estimate about \$98 M in risk to the current approved budget.

Table 3 – COS Budget and Forecast at Completion  
\$ in millions

Project	COS Allocation Budget	COS Forecast 4 <sup>th</sup> Quarter 2011	Difference
SFOBB East Span Replacement	\$1,177	\$1,275	+\$98.0
Antioch Bridge Retrofit	\$31.0	\$31.0	-
Dumbarton Bridge Retrofit	\$56.0	\$56.0	-

**Attachment(s):**

COS Update Presentation

# COS Update

## April 2012



THE SAN FRANCISCO-OAKLAND  
**BAY BRIDGE**  
SEISMIC SAFETY PROJECTS

CALTRANS

BAY AREA TOLL AUTHORITY

CALIFORNIA TRANSPORTATION COMMISSION

### Toll Bridge Seismic Retrofit Program



# **Toll Bridge Seismic Retrofit Program**

## **Agenda**

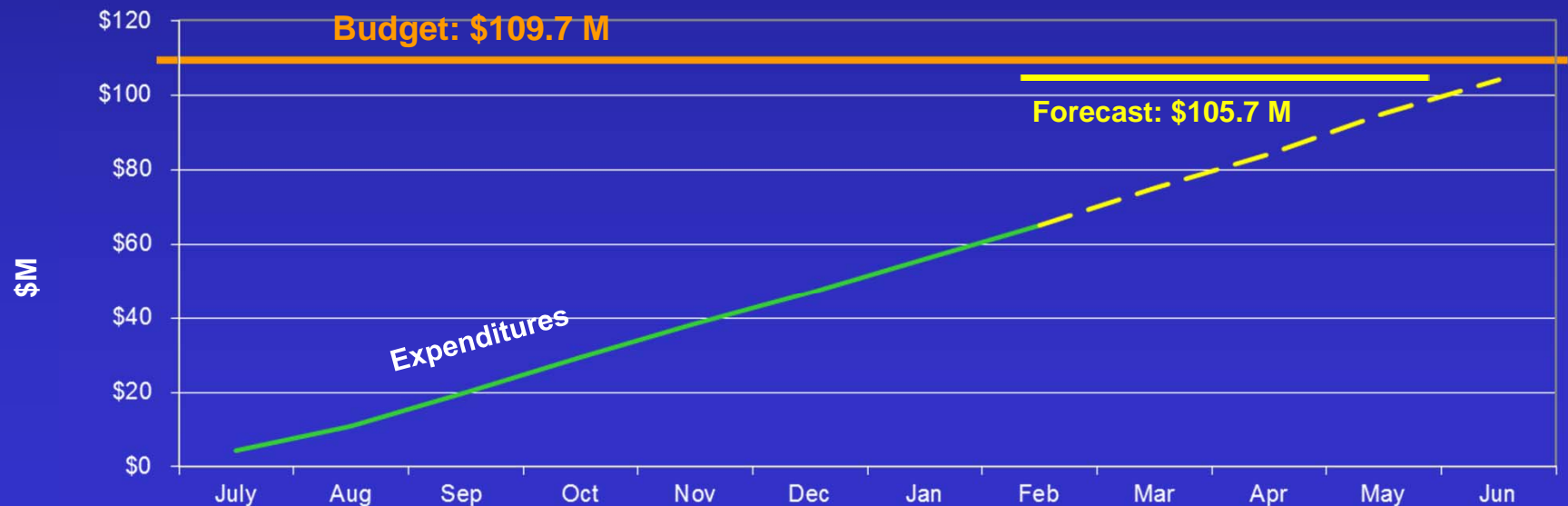
- **FY 11-12 Budget Status**
- **Proposed FY 12-13 Budget**
- **Forecast At Completion**

# **Toll Bridge Seismic Retrofit Program**

**FY 11-12 Budget Status**

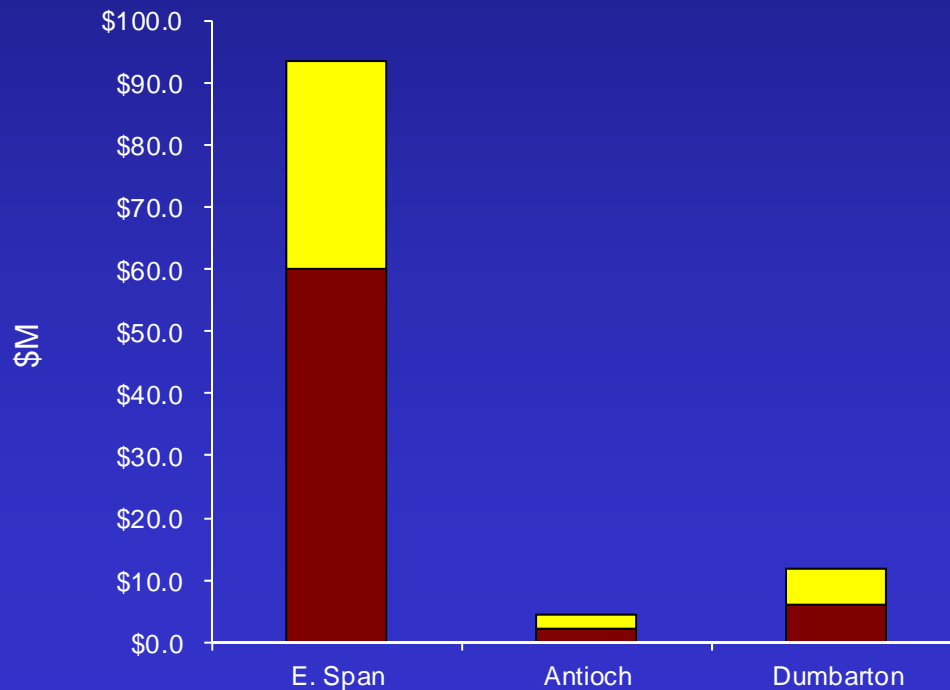
# FY Forecast

	FY Budget	Expenditures Thru 2/ 2012	FY Forecast	Budget Variance
SFOBB	\$93.6 M	\$60.0 M	\$ 92.4 M	- \$1.2 M
Antioch	\$ 4.4 M	\$ 2.2 M	\$ 3.3 M	- \$1.1 M
Dumbarton	\$11.7 M	\$ 5.9 M	\$ 10.0 M	- \$1.7 M
Total	\$109.7 M	\$68.1 M	\$105.7 M	- \$4.0 M



# Expenditure Summary

	SFOBB	Antioch	Dumbarton	Total
Budget	\$ 93.6 M	\$ 4.4 M	\$11.7 M	\$109.7 M
Expenditures Thru Feb 2012	\$ 60.0 M	\$ 2.2 M	\$ 5.9 M	\$ 68.1 M
Remaining Budget	\$ 33.6 M	\$ 2.2 M	\$ 5.8 M	\$ 41.6 M



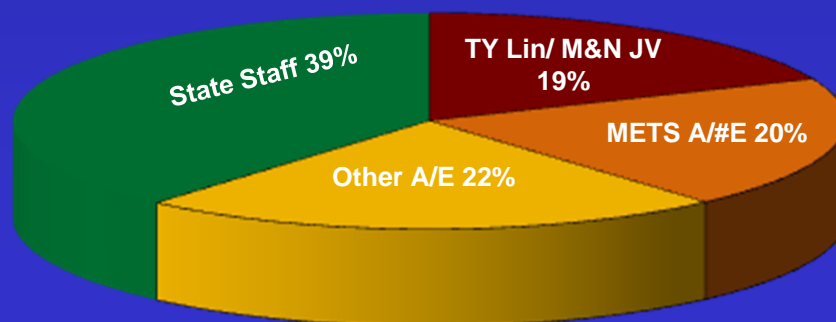
**Note: Expenditures Are An Estimate Based On A/E Invoices For Services Performed Thru Feb 2012**

■ Budget Remaining  
■ Expenditures

# SFOBB Expenditure Analysis

Category	Budget	FY Expenditures Thru Feb 2012	FY Forecast	Budget Variance
State Staff	\$36.3 M	\$23.2 M	\$34.5 M	- \$1.8 M
TY Lin/M&N JV	\$20.8 M	\$11.2 M	\$18.8 M	-\$2.0 M
METS A/E	\$15.9 M	\$11.9 M	\$14.8 M	- \$1.1 M
Other A/E	\$20.6 M	\$13.7M	\$24.3 M	<b>+ \$3.7 M</b>
<b>Total</b>	<b>\$93.6 M</b>	<b>\$60.0 M</b>	<b>\$92.4 M</b>	<b>- \$1.2 M</b>

## E. Span Expenditure Composition



# Antioch/ Dumbarton Expenditure Analysis

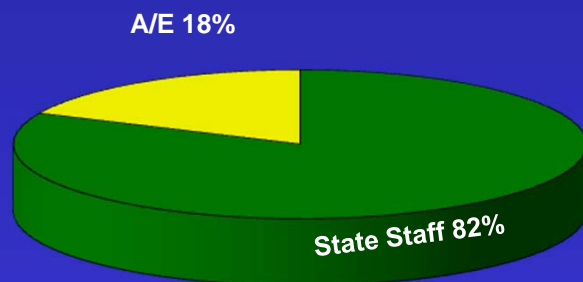
## Antioch

Category	FY Budget	Expenditures Thru 2/2012	FY Forecast	Budget Variance
State Staff	\$2.5 M	\$1.8 M	\$2.7 M	<b>+ \$0.2 M</b>
A/E	\$1.9 M	\$0.4 M	\$0.6 M	- \$1.3 M
Total	\$4.4 M	\$2.2 M	\$3.3 M	-\$1.1 M

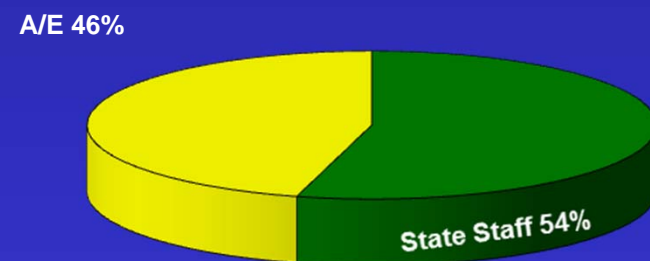
## Dumbarton

Category	FY Budget	Expenditures Thru 2/2012	FY Forecast	Budget Variance
State Staff	\$ 5.4 M	\$3.2 M	\$5.2 M	-\$0.2 M
A/E	\$ 6.3 M	\$2.7 M	\$4.8 M	-\$1.5 M
Total	\$11.7 M	\$5.9 M	\$10.0 M	-\$1.7 M

### Antioch Expenditure Composition



### Dumbarton Expenditure Composition

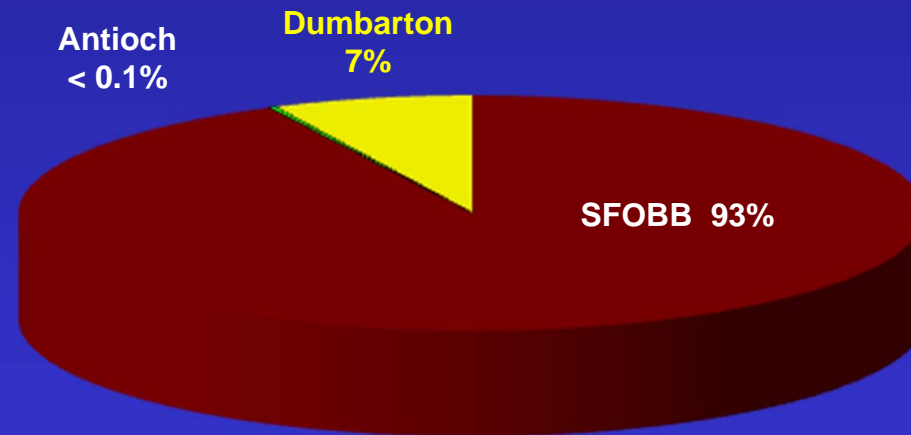


# **Toll Bridge Seismic Retrofit Program**

**Proposed Budget For FY 12-13**

# FY 12-13 Proposed Budget

	SFOBB	Antioch	Dumbarton	Total
State	\$ 34.6 M	\$ 0.2 M	\$ 3.5 M	\$ 38.3 M
A/E	\$ 48.3 M	\$ - M	\$ 2.9 M	\$ 51.2 M
Total	\$ 82.9 M	\$ 0.2 M	\$ 6.4 M	\$ 89.5 M

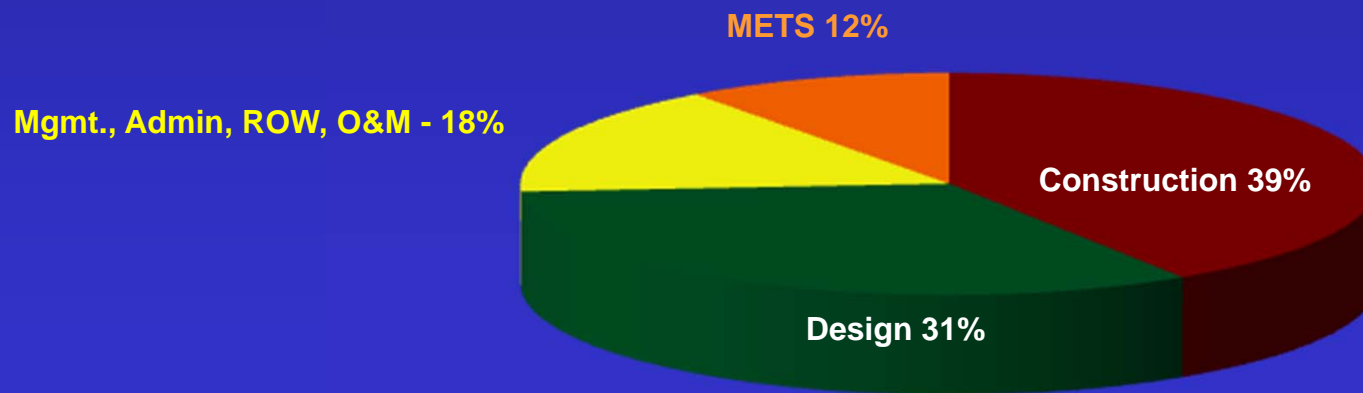




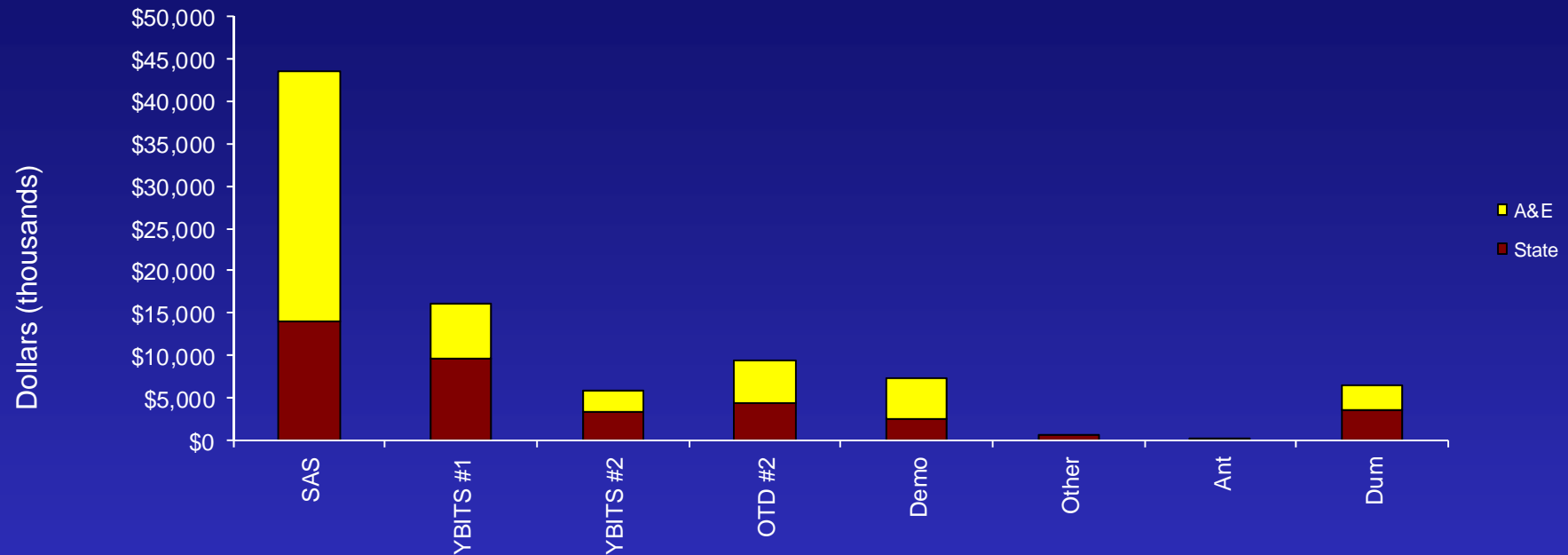
# FY 12-13 Budget Breakdown

	FY 11-12 Budget	FY 12-13 Budget	Change From Prior Year
■ Construction	\$ 35.5 M	\$ 34.4 M	- \$ 1.1 M
■ Design	\$ 33.5 M	\$ 27.8 M	- \$ 5.7 M
■ METS	\$ 24.1 M	\$ 11.1 M	- \$ 13.0 M
■ Mgmt, Admin, ROW, O&M	\$ 16.6 M	\$ 16.2 M	- \$ 0.4 M
Total	\$109.7 M	\$ 89.5 M	- \$ 20.2 M

FY 12-13 Budget Breakdown



# FY 12-13 Planned Dollars



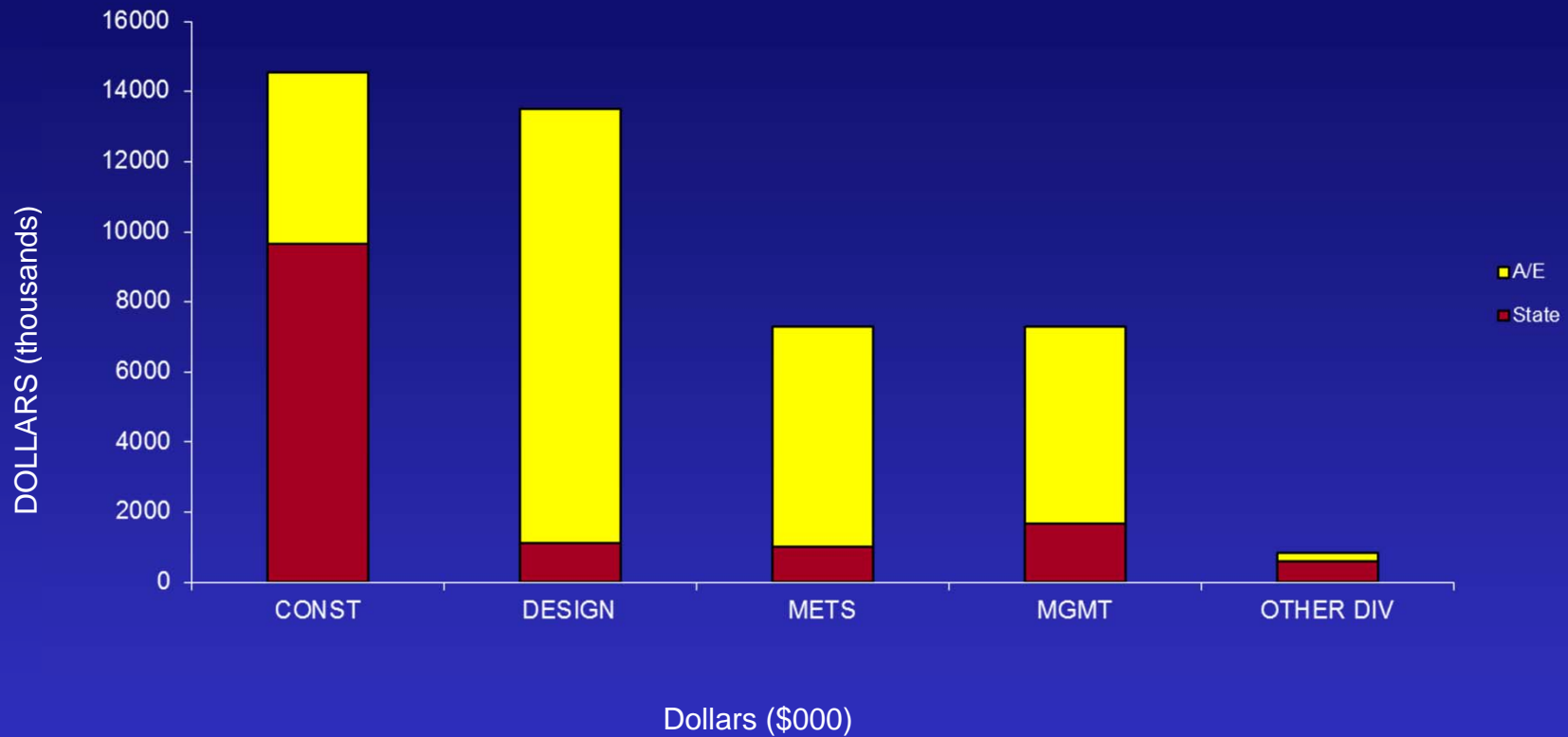
	SAS 0120F	YBI Str-1 0120S	YBI Str-2 0120T	OTD-2 0120M	Demo 01209	Other	Antioch 1A521	Dumbarton 1A522	Total
<b>State</b>	\$14,035	\$9,693	\$3,320	\$4,328	\$2,519	\$634	\$214	\$3,526	\$38,269
<b>A&amp;E</b>	\$29,462	\$6,424	\$2,491	\$5,156	\$4,760			\$2,924	\$51,217
<b>Total</b>	<b>\$43,497</b>	<b>\$16,117</b>	<b>\$5,811</b>	<b>\$9,484</b>	<b>\$7,279</b>	<b>\$634</b>	<b>\$214</b>	<b>\$6,450</b>	<b>\$89,486</b>

## Other Projects:

W. Approach Landscaping \$333k

YBITS Landscaping \$301k

# SAS - FY 12-13 Planned Dollars



“Other Div” includes: Adm, Maint,  
Eng Services, Oper, R/W, Env

# **Toll Bridge Seismic Retrofit Program**

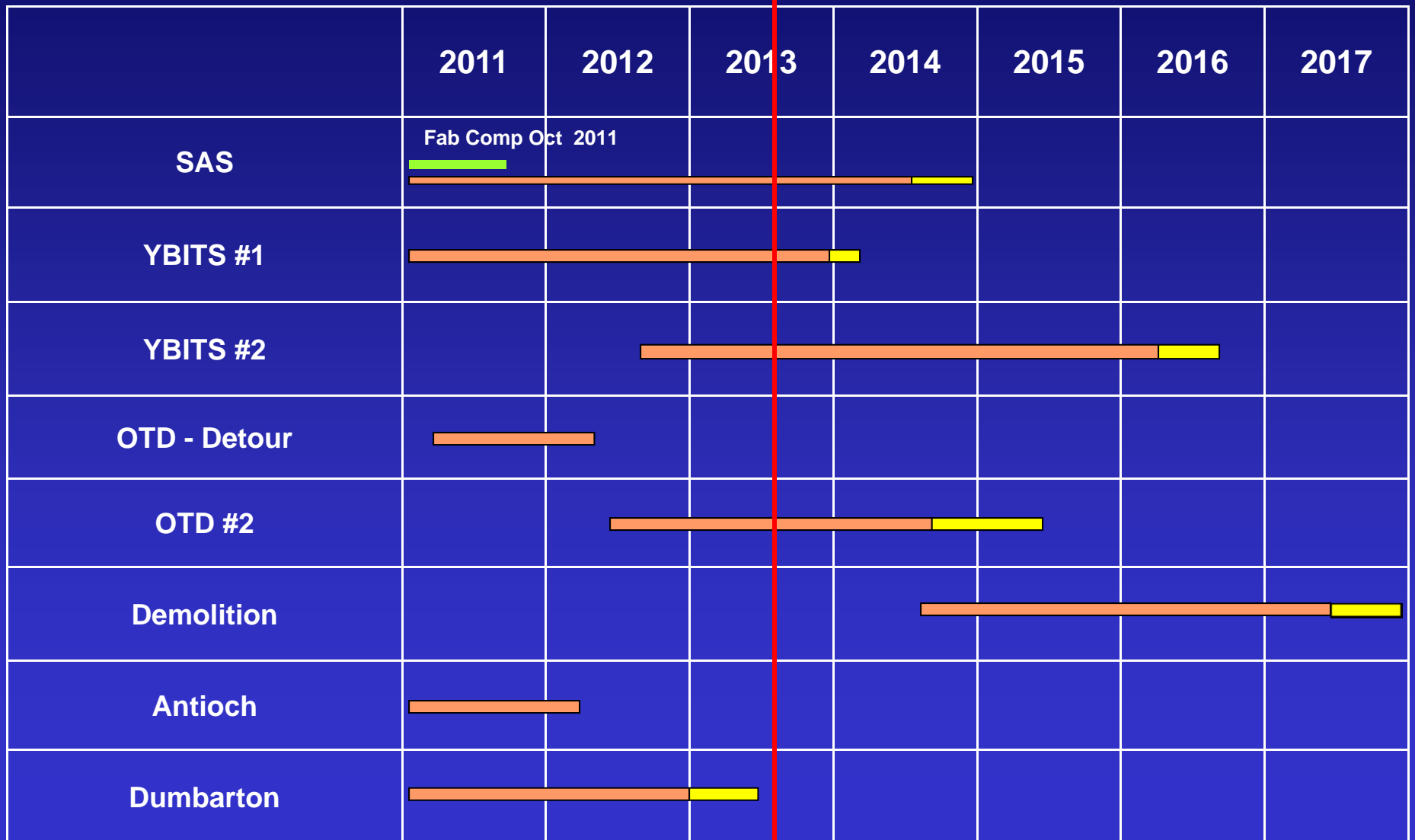
**Forecast At Completion**

# Schedule

Seismic Safety  
Opening

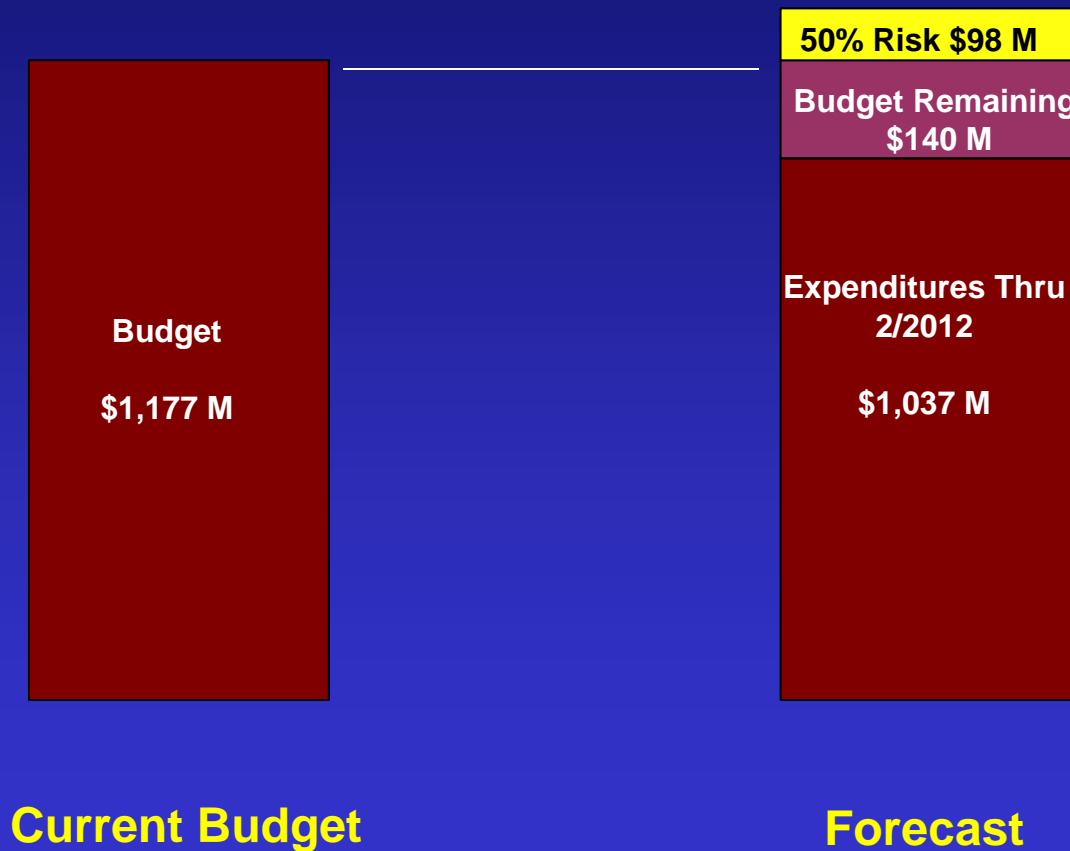
8/28/2013

Risk



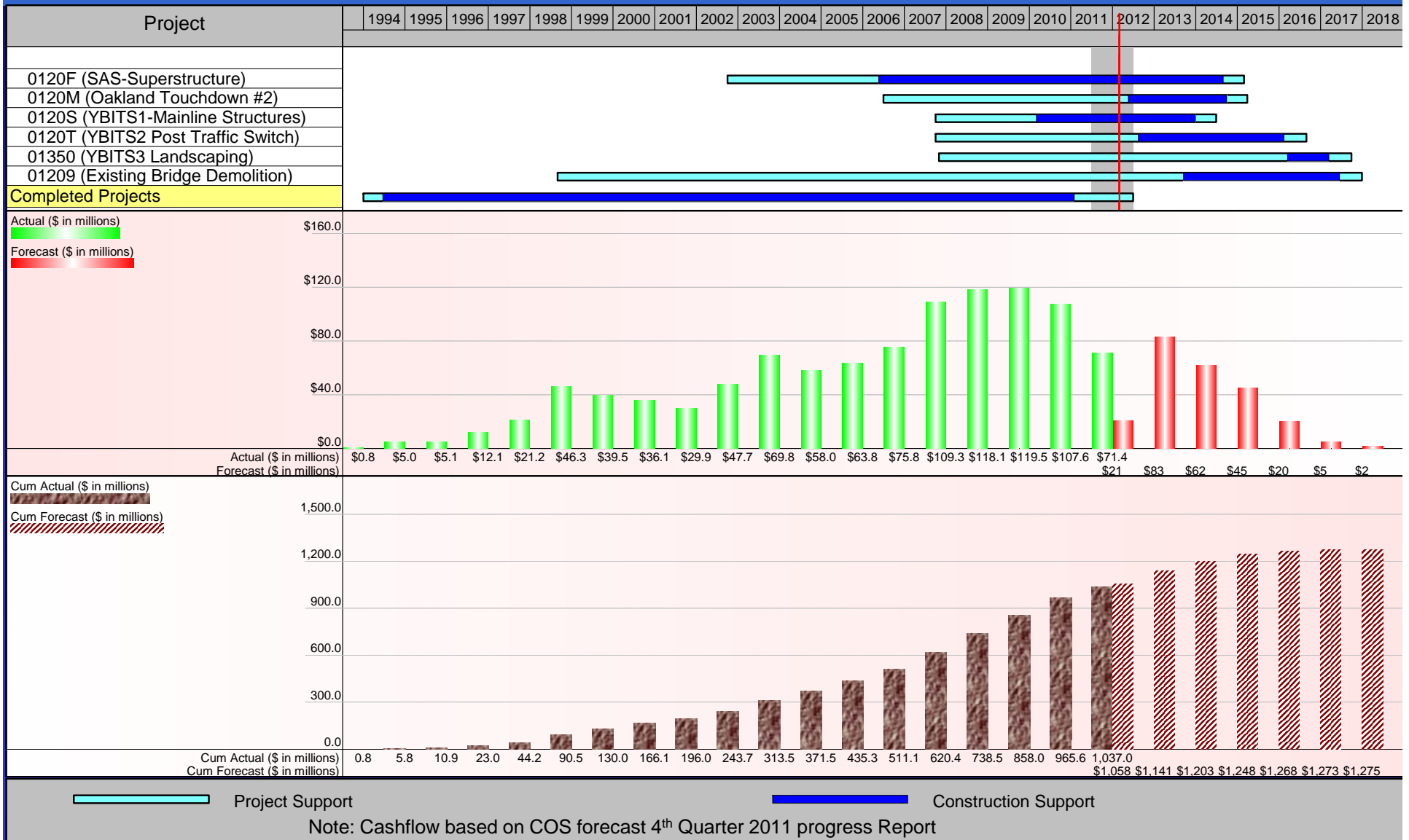
# SFOBB East Span COS Forecast

50% Risk Forecast: \$1,275 M



# COS Cashflow for East Span Projects

Expenditure thru February 2012





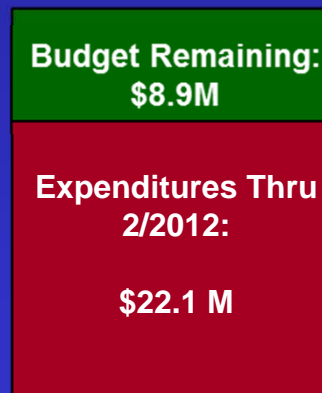
# Antioch & Dumbarton COS Forecast

Forecast    \$31 M

Forecast    \$56 M

Budget: \$56 M

Budget: \$31 M



Antioch



Dumbarton

## *Memorandum*

**TO:** Toll Bridge Oversight Committee (TBPOC)    **DATE:** April 10, 2012  
**FR:** Clive Endress, Landscape Architect (BATA)  
**RE:** Agenda No. - 3b  
Item – Program Issues  
Architectural Items Update

---

**Recommendation:**  
**APPROVAL**

**Cost:**  
See below.

**Schedule Impacts:**  
N/A

**Discussion:**  
Background

On Mar. 29, 2012, an informal architectural peer review was held at Pier 7 to review and discuss the current status of outstanding architectural items on the new east span. On the architectural peer review panel were John Kriken (architect, Skidmore, Owings & Merrill, LLP), Karen Alschuler (planner with Perkins + Will), and Donald MacDonald (architect, Donald MacDonald Architects). Christopher Arnold (retired architect) was also invited but unable to attend. All panelists have extensive history with the project to provide design context and continuity with the original intent of the architectural profile of the bridge.

Clive Endress presented the panel with a short PowerPoint to re-familiarize the group with the existing situation and the details of the design decisions before them. The presentation was followed by a field visit and lengthy discussion on the merits and changes of the major architectural issues at hand. The panel was able to come to general consensus on the following issues for TBPOC action:

**Issue #1: Paint -- Paint concrete portions of OTD, Skyway, YBITS to match white steel of SAS**

**Cost:** Former Cost: \$12- 18 Million; Current Cost: \$2 Million

**Schedule impacts:** None

## *Memorandum*

**Discussion:** In the early design of the New East Span, visual continuity was a primary design consideration as it relates to all elements of the bridge (“a clean white line from shore to shore”). Given there is a distinct change in color between the white steel portions of the SAS, and the pale gray concrete portions of the Skyway and YBI portions (see Figure1), the architecture team of Donald and Clive had proposed to paint the ‘winged’ concrete portions of the bridge white to match steel portions.

The majority consensus of the peer review team, and group overall was to not paint the winged concrete portions of the structure (“let the steel be steel and concrete be concrete”). The group also admired the dramatic and graceful form of the Skyway (see Figure 2).

John Kriken suggested in the interest of symmetry and visual continuity that we consider painting only the upper face and exterior of the barrier on the north side to go with white bike path on the Southside (“there is logic to it”). Donald followed by suggesting that inside of the barrier needs to be painted as well (“the bridge needs to read as one”). It was recommended that the architecture team explore these suggestions and transition alternatives at either end of the SAS and provide photo-simulations of these alternatives.

**Recommendation on Issue #1:** The PMT recommends that the TBPOC take the following actions:

1. Stop further study of painting the concrete wings of the Skyway, OTD, and YBITS white to match the SAS
2. Explore options to blend the steel OBG transition section at the SAS/Skyway interface. Cost and schedule impacts to be determined, but expected with be substantially less than the painted wing option.
3. Explore the option to paint the upper face and exterior of the barrier on the North side of the bridge (see Figure 3).

### **Issue #2: Add Light Pipe**

**Cost:** \$8 - 10 Million (see Table 1)

**Schedule impacts:** None (see Table 2)

**Discussion:** The light pipe was included in the original lighting design for the bridge. It was later dismissed due to cost considerations. Recent LED Technology has provided a viable solution for the light pipe that substantially reduces its initial cost, lowers maintenance costs, and minimizes energy use. The inclusion of the light pipe in the overall lighting design provides for a night time experience that emphasizes the linear

form of the bridge, and reinforces visual continuity throughout (see figure 4). The Architectural Peer Review Panel supported the importance of the light pipe, and recommended that if possible it should be included in the design now.

**Table 1 – Light Pipe Costs**

Light Pipe Furnish & Install	Material Cost	Installation Cost	Total Cost
Before Bridge Opening	\$3.5M to \$4.5M	\$6.5M to \$7.5M	\$8.0M to \$10.0M
After Bridge Opening	\$3.5M to \$4.5M	\$14.0M to \$18.0M	\$16.0M to \$20.0M

Annual Energy Cost @ 12 hours per day - \$15000 / year

Maintenance Cost – Full Warranty (parts & labor for 10 years); Caltrans to provide lane closures for repair & maintenance

**Table 2 – Light Pipe Installation Schedule**

Road map with milestone dates for timely installation of the light pipe before SSO		
Item	Date	Comments
Presented to TBPOC	1/5/2012	
Approval from TBPOC (Not to Exceed CCO)	2/5/2012	
Design/Construction Kick-off Meeting	2/12/2012	Bleyco/Manuf./Design JV/ CT
CCO Process & Concept Design	3/12/2011	
Design Development & Fixture Production	8/1/2012	Start Delivery & Installation
Installation Complete (except SAS)	2/1/2013	Pending availability of all areas

There are some challenges with respect to completing this work before SSO as ABF, at the moment, does not seem willing to perform this work. However, it is still possible to accomplish this work prior to SSO by having other contractors participate and only involve ABF when absolutely necessary for the placement of brackets on the SAS structure. It is worth noting that the majority of the light pipe is on the Skyway, OTD and YBITS and that there are a minor number of attachment points required on the SAS (less than 300).

The panel also discussed about how the main cable of the bridge is to be lit. The main cable is only lit on the bottom from where the suspender cables attaches to the deck. The

## *Memorandum*

panel felt that the architectural team should explore options to light the top of the main cable to increase its visibility.

**Recommendation on Issue #2:** The PMT recommends that the TBPOC take the following actions:

1. Authorize the Department to install the light pipe prior to SSO.
2. Explore options to light the upper section of the main cable.

**Attachments:**

- 1) Skyway/SAS (color) Photograph
- 2) Skyway Photograph
- 3) Skyway Cross -Section
- 4) Light Pipe/No Light Pipe Sim



Figure 1



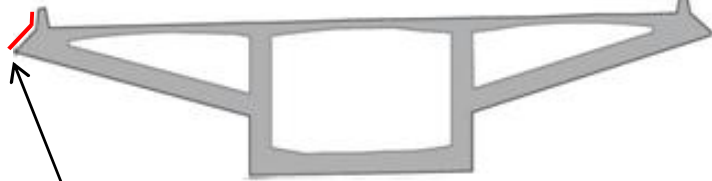


View of "Color" Looking East

Figure 2

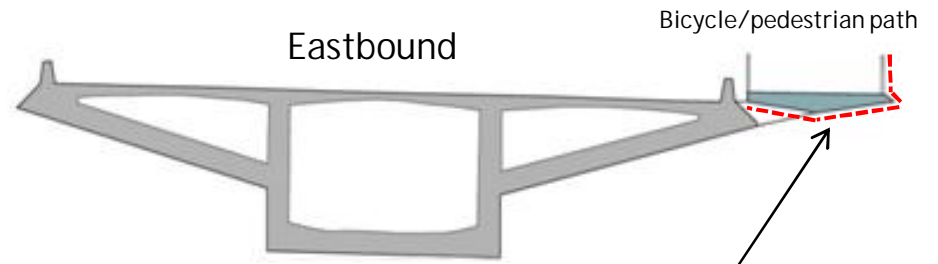


Westbound



Paint upper face of winged section and exterior face of barrier white.

Eastbound



Existing Bike/Ped path structure and railing is painted white.

Bicycle/pedestrian path

Skyway Cross-Section (Typ.)

Figure 3



Figure 4

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Andrew Fremier – Deputy Executive Director, BATA  
Stephen Maller – Deputy Director, CTC

**RE:** Agenda No. - 3c  
Program Issues  
Item- Bay Bridge East Span Opening Memorandum of Understanding (MOU)

---

### **Recommendation APPROVAL**

**Cost:**  
N/A

**Schedule Impacts:**  
N/A

### **Discussion:**

The TBPOC, at its April 5 conference call, reaffirmed its March 1 decision to explore:

- 1) holding in 2013 a multi-day celebration of the opening of the new Bay Bridge East Span, with public access onto the westbound decks of both the East and West spans;
- 2) designating the nonprofit Bay Bridge Alliance (BBA) as the TBPOC's private partner for fundraising for the East Span opening celebration and for the long-term development of a transportation museum and other improvements at the Gateway Park site; and
- 3) developing a Memorandum of Understanding (MOU) with BBA to outline the relationship between the TBPOC and BBA.

The TBPOC agreed that a final decision on the MOU should be approved at its April 17 meeting, including a recommendation that BATA alone enter into a separate Project Agreement with BBA. The Project Agreement would supplement the MOU and would establish a basis for the transfer of public funds to BBA, and address issues that originally were included in draft MOUs considered at the TBPOC's March 1 and April 5 meetings. Under this Project Agreement, BATA alone will be responsible for all public costs relating to transportation, operations and public safety necessary to implement the celebration event plan, with BBA responsible for payment of all other capital and operating costs.

Attached is version of the MOU that includes changes recommended by the TBPOC Chair and by BBA to the draft considered at the April 5 meeting. Caltrans has yet to provide specific recommendations or edits to the MOU.

We recommend the TBPOC approve the attached draft version of the MOU and that BATA enter into a separate Project Agreement with BBA that is based on and supplements the MOU.

**Attachment(s):**

Draft MOU with BBA 4-6-12

**Draft 4/06/2012**

**MEMORANDUM OF UNDERSTANDING  
Between the TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE  
And BAY BRIDGE ALLIANCE  
Regarding the EAST SPAN PROJECT**

This Memorandum of Understanding (“MOU”) is made and entered into as of \_\_\_\_\_ (the “Effective Date”) by and between the Toll Bridge Program Oversight Committee (“TBPOC”) and Bay Bridge Alliance (“BBA”), a California nonprofit public benefit corporation and a tax-exempt organization under Section 501(c)(3) of the Internal Revenue Code (hereinafter collectively sometimes referred to as “the Parties.”)

**RECITALS**

WHEREAS, BBA is a private nonprofit organization established to conduct activities intended to inform and inspire the public concerning the role the transportation network in the San Francisco Bay Area has played in shaping the Bay Area and advancing Bay Area regionalism, which may include developing and implementing plans related to celebrating the opening of the replacement eastern span of the San Francisco-Oakland Bay Bridge in 2013 and the establishment and operation of Gateway Park, with the assistance and direction of TBPOC, facilitating one or more video presentations and exhibitions concerning the history of San Francisco Bay, facilitating the establishment and operation of a regional transportation museum and conducting other activities for the same or similar general purposes; and

WHEREAS, TBPOC consists of three public agencies: the California Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA) and the California Transportation Commission (CTC); and

WHEREAS, the Parties intend that each of the constituent agencies of TBPOC will appoint a representative who will receive notices of, and be allowed to attend, all meetings of the Board of Directors of BBA; and

WHEREAS, BBA intends to solicit and accept private funds for the celebration of the opening of the Bay Bridge’s East Span (the “Event”), the establishment and operation of Gateway Park and other activities and also intends to raise funds through sponsorships, retail partnerships, production and sale of commemorative products, donations, gifts, and possibly other methods; and

WHEREAS, the Gateway Park Working Group (GPWPG) consists on nine organizations: BATA, Caltrans, CTC, Bay Conservation and Development Commission (“BCDC”), East Bay Regional Parks District (“EBRPD”), City of Oakland, Port of Oakland, East Bay Municipal Utilities District (“EBMUD”), and Association of Bay Area Governments (“ABAG”); and

WHEREAS, Caltrans as a TBPOC agency acting in good faith, intends to issue in 2013 an encroachment permit (form #TR-0120) authorizing use by the Parties of the San Francisco-Oakland Bay Bridge and nearby approach routes in San Francisco and Oakland for a public

celebration of the Bay Bridge prior to the opening to regular traffic of the new Bay Bridge East Span; and

WHEREAS, BBA has no certain source of funding, and its obligations under this MOU are subject to its success in obtaining funding sufficient to enable it to carry out those obligations; and

WHEREAS, the Parties intend that BBA will pay for all components of the Event, except those costs relating to security, public access support and other costs properly chargeable to TBPOC for the Event; and

WHEREAS, the Parties intend that TBPOC through BATA will use toll bridge revenues to pay for security, public access support and other costs properly chargeable to TBPOC for the Event; and

WHEREAS, BBA will consult with TBPOC regularly during the Event planning process.

NOW, THEREFORE, TBPOC and BBA agree to the following:

## **ARTICLE I. BACKGROUND AND OBJECTIVES**

A. TBPOC and BBA (collectively, the Parties) desire to enter into this MOU memorializing and setting forth the terms of a cooperative relationship to plan and implement the following (all of which are referred to herein as the Project or Project Activities):

1. Bay Bridge East Span Opening: A program to celebrate the opening of the Bay Bridge's East Span to include public events and programs, free and fee-based events and programs, communications, website development, social media, sponsorships, retail partnerships and, production and sale of commemorative products;

2. Gateway Park Development: A program to work with public agencies and private partners to spur development of public improvements—including but not limited to a transportation museum and visitor center—designed to enhance the visitor experience at the eastern end of the Bay Bridge and to promote education about and enjoyment of the regional transportation network, San Francisco Bay, and the Bay Bridge itself;

3. Merchandising Activities: A program of development, production, marketing, and sale of informational and commemorative materials related to the East Span, including publications and other merchandise related to the East Span to be sold at any location (collectively, the "Merchandising Activities"); and

4. Sponsorships and Fundraising: A program of fundraising and sponsorships, including development of private and public support focused primarily on funding the opening activities and development of public improvements in the Gateway Park area.

B. The Parties desire that all aspects of the Project be respectful of the Bay Bridge and its history, mindful of the Bay Bridge's regional, national and international identity,

protective of public safety and security, conscientious about resource protection, and financially feasible.

C. Net revenues from the Project will be utilized by BBA in accordance with its tax-exempt purposes.

## **ARTICLE II. THE PROJECT AGREEMENT**

The Parties intend that BBA and BATA will enter into a Project Agreement (“Project Agreement”) based on this MOU, which will address the following matters:

### **A. The East Span Opening Event Plan**

BBA in cooperation with TBPOC will develop for review and approval by TBPOC the East Span Opening Event Plan (the “Plan”). BBA will seek TBPOC input into the Plan and its components, which will include:

1. Public event(s) and program(s), including all activities conducted during the East Span Opening;
2. Sponsorships and fundraising, including retail partnerships, private and public support for East Span Opening activities;
3. Merchandising activities, including the production and sale of commemorative products and materials; and
4. Any other Plan components.

### **B. Gateway Park Visitor Experience Programs and Activities**

TBPOC and other members of the Gateway Park Working Group will manage the development and operation of Gateway Park. As members of the Gateway Park Working Group, the TBPOC agencies, however, will seek BBA input in the development and implementation of plans for Gateway Park, including:

1. The design and construction of visitor-serving facilities to interpret the Bay Bridge and its role in the Bay Area transportation network and in shaping the Bay region, and provide retail, tour, and visitor-serving functions, including ultimately a permanent Visitor Center/Museum;
2. Design and construction of improvements to visitor flow, automobile and bus circulation, topography, and views at and around the Gateway Park site;
3. New or improved guided or self-guided tours of the areas on and around the Bay Bridge that are accessible to the public;
4. Other possible revenue generating ventures or visitor services; and
5. Design and manufacture of all necessary fixtures, displays, and signage.



**C. Merchandising Activities**

BBA will prepare a Scope of Sales and Merchandising Plan (“the Merchandising Plan”), describing the proposed merchandising scope, including sales outlets, brands used, and subject matters of the proposed Merchandising Activities, and will present it to TBPOC for input and final approval. BBA will be responsible for implementing each component of the Merchandising Plan. BBA will be responsible for securing the work of artists and other service providers in connection with the Merchandising Plan, although TBPOC will have the right to approve any image used in conjunction with the Merchandising Plan.

**D. Sponsorships**

BBA will be recognized as the clearinghouse for any/all sponsorships, corporate or foundation support referencing the “Bay Bridge” name or likeness throughout the duration of the Project. All sponsorship solicitations by the Parties or anyone acting on their behalf will be conducted according to best practices.

**E. Communications and Public Relations**

TBPOC will have primary responsibility for public communication about the Event. TBPOC’s Communications Partnership Team will develop a public communication strategy including the designation of a lead public spokesperson or spokespersons. The TBPOC-designated lead public spokesperson(s) will have primary responsibility for interacting with the press, including print, broadcast and online media, regarding the Event.

In addition, the TBPOC’s Communication Partnership Team will have primary responsibility for the following:

1. Coordination with Caltrans Construction and related stakeholder agencies such as the California Highway Patrol, U.S. Coast Guard and local governments;
  2. Development and implementation of a steering committee to educate, inform and coordinate with local stakeholders;
  3. Development and implementation of a process for documenting the Bay Bridge East Span opening;
  4. Development and coordination of a technical conference or symposium;
- and
5. Participation and recognition of the Bay Bridge Project Team.

**F. Cost and Revenue Sharing**

1. Composition of Project Gross Revenues

Project Gross Revenues will consist of revenue generated by BBA during the term of the Project Agreement from such sources as:

- (a) Revenue generated from fee-based visitor experiences related to the opening of the new Bay Bridge East Span; and
- (b) Sales of Bay Bridge-related materials, merchandise, events, and services anywhere, including through a BBA website, wholesale program or retail outlets.

## 2. Responsibility for Payment of Capital and Operating Costs

The Parties intend that BATA will be responsible for all capital and operating costs incurred to implement the Event relating to security, public access support, transportation to and from the Event via satellite sites, and other costs properly payable by BATA out of toll bridge revenues, and that BBA will be responsible for payment of all other capital and operating costs (collectively “Event Costs”). Event Costs include but are not limited to cost of goods sold, on-site staff and operating costs, cost of capital, direct Project overhead, allocated indirect overhead and allocated management costs which includes administrative, marketing, communications, advertising, product development, project planning, professional services and related project expenses. The Parties further intend that the Project Agreement will further specifically define which Event Costs are properly payable out of toll bridge revenues and which are not.

### G. Limited Liability

As BBA has no certain source of funding, the Project Agreement will provide that BBA’s financial obligations will be subject to and contingent upon its having sufficient funds, including without limitation, toll bridge revenues, on deposit and available in advance to enable it to carry out any contractual obligations it is expected to assume. BBA will undertake obligations to third parties only to the extent that it has sufficient funds on deposit and available to enable it to carry out those obligations.

### H. Term

The term of the Project Agreement will be for five (5) years from the effective date unless earlier terminated according to its terms. The Parties contemplate a long-term relationship and to that end the term will automatically renew thereafter for additional five-year terms unless BATA or BBA ceases to exist prior to the end of the Project or either Party opts not to renew it by giving notice to the other Party at least one hundred eighty (180) days prior to the end of the term.

### I. Notices, Modification, Assignment, Suspension and Termination

The Project Agreement will contain provisions relating to notice, modification, assignment, suspension, and termination. The termination provisions will provide for termination for both cause and convenience. The termination for convenience provisions will further provide that if BATA terminates for convenience prior to the end of the term, BBA will be compensated for any costs properly chargeable to BATA as a result of such early termination either through a continuation of Merchandising Activities, a termination payment, or a combination of both, at BATA’s election.

## **J. Ownership**

Upon termination or expiration of the Project Agreement, TBPOC will retain sole ownership of all improvements and facilities constructed or installed during the life of the Project Agreement.

## **K. Financial Assistance and Cost Sharing**

BBA will work closely with BATA to identify funding sources for the Project. In light of BBA's unique fundraising capability and status as a nonprofit organization, BBA will assume major responsibility for carrying out private fundraising programs and activities.

The capability of BATA to provide financial assistance will be determined on a year-by-year basis, and is subject to the availability of funds. It is not expected that toll bridge revenues will be used except as described in the Project Agreement.

## **L. Reports**

### **1. Accounting System**

BBA will maintain an accounting system, which identifies all revenues, expenses, assets, liabilities, and net-assets in accordance with current Generally Accepted Accounting Principles (GAAP) for nonprofit corporations.

BBA will administer all financial functions of the Project. All revenues and expenses associated with retail, visitors experience activities or related functions, all underwriting, sponsorship and support of the Project will be recorded and managed by BBA. All assets, debt, debt-service and related information will be recorded and managed solely by BBA for all aspects of the Project. Detailed accounting records will be maintained in a manner which easily satisfies reasonable reporting requirements of either Party and is consistent with current provisions of GAAP.

BBA will annually submit a Statement of Financial Activities (including gross sales, cost of merchandise, labor costs and other related expenses) for all sales, programs and activities covered by the Project Agreement. BBA will make available on a quarterly basis, a simplified version of the same Statement of Financial Activities.

BBA will also submit separate financial statements for the preceding fiscal year to BATA, which will be audited if BBA is required to obtain an audit of its financial statements under the California Nonprofit Integrity Act. Such statements will be submitted to BATA upon completion of BBA's annual audit or, if no audit is obtained for any year, within 120 days of the end of the year. Any required audit will be conducted by an independent public accountant who has been certified or licensed in the State of California.

### **2. Inspection of Records**

BATA and any of its duly authorized representatives, will, until the expiration of seven (7) calendar years after the close of the business year of BBA and its cooperators and

contractors, have access to and the right to examine any of the pertinent books, documents, papers, and financial records related to the Project Agreement including Federal and State information returns.

### 3. Annual Reports

BBA will prepare and submit to TBPOC an annual report of BBA's activities after the close of each fiscal year of BBA during the term of the Project Agreement. The report will include, but need not be limited to, the following:

- (a) Statement of achievements during the preceding year; and
- (b) Description of activities and services offered in furtherance of the Project Agreement.

### M. Health, Safety, and Security

BBA will take steps reasonable for an organization of its size to provide for the safety of its employees, contractors, volunteers and the general public in their use of any public property or facilities under the Project Agreement and to ensure a safe and healthful work environment for its employees, contractors, volunteers and the general public.

### N. Miscellaneous

#### 1. Nonprofit Status

During the term of the Project Agreement, BBA will retain its status as a nonprofit public benefit corporation pursuant to the Nonprofit Public Benefit Corporation Law of the State of California. Loss of this status will be cause for termination of the Project Agreement.

#### 2. Taxes

BBA will pay any and all taxes which may be lawfully levied by the State of California or its political subdivisions upon the property or business of BBA based on terms and conditions imposed by the taxing agent. No delinquencies will be allowed to accrue. Delinquencies are grounds for termination of the Project Agreement.

#### 3. Officials Not To Benefit

In connection with the performance of work under the Project Agreement, BBA will not employ, enter into any contract with, or provide any benefit arising from the Project Agreement to, employees and/or members of the Board of Directors of BBA or TBPOC members, officers or employees.

## ARTICLE III. TERM OF MOU

The term of this MOU will be for \_\_\_ years from the Effective Date, unless earlier terminated according to the provisions of Article 5, below. The Parties contemplate a long-term

relationship and to that end no later than 180 days prior to the end of the Term, the Parties agree to commence discussions regarding an extension of this MOU.

#### **ARTICLE IV. REPORTS**

TBPOC, BATA and BBA will provide for regular updates of progress in keeping minutes and notes of key meetings and decisions. BBA will also prepare a report of the key accomplishments resulting from this MOU and provide it to TBPOC and to BATA on an annual basis, provided, however, that compliance with the reporting requirements under the proposed Project Agreement will satisfy this requirement.

#### **ARTICLE V. TERMINATION AND MODIFICATION**

Either Party may terminate this MOU prior to the termination date by providing at least sixty (60) days written notice to the other Party.

This MOU may only be modified by in writing with the mutual consent and signatures of both Parties. Requests for modifications will be forwarded in writing by one Party to the other, enclosing the proposed form of modification, at least sixty (60) days prior to the proposed date of the modification.

Nothing in this MOU restricts the ability of either Party to enter into additional agreements between the Parties, or between and among the Parties and others, and termination of this MOU does not terminate additional agreements.

#### **ARTICLE VI. NOTICES**

Any notice which BBA may desire or may be required hereunder to give or deliver to TBPOC will be deemed sufficiently given or delivered if in writing and sent by registered or certified mail, return receipt requested, first class, postage prepaid, addressed to Chair, Toll Bridge Program Oversight Committee, 101 8th Street, Oakland, CA 94607 or such other person and/or address as TBPOC may designate by written notice to the other parties. The time of delivery of such notice will be deemed to be the time when the same is received.

Any notice which TBPOC may desire or may be required hereunder to give or deliver to BBA will be deemed sufficiently given or delivered if in writing and sent by registered or certified mail, return receipt requested, first class, postage prepaid, addressed to President, Bay Bridge Alliance, 3026 Fairview Avenue, Alameda, CA 94501-1742 or such other person and/or address as BBA may designate by written notice to the other parties. The time of the delivery of such notice will be deemed to be the time when the same is received.

[REMAINDER OF PAGE INTENTIONALLY BLANK]

IN WITNESS WHEREOF, this MOU has been executed by the parties hereto as of the day and year first written above.

TOLL BRIDGE PROGRAM  
OVERSIGHT COMMITTEE

BAY BRIDGE ALLIANCE

Steve Heminger, Chair

Bobby Winston, President

Approved as to Form

\_\_\_\_\_, Counsel

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Tony Anziano – Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 3d  
Program Issues  
Item- Peer Review Panel Update

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**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

A verbal update on the Peer Review Panel report will be provided at the TBPOC meeting on April 17, 2012.

**Attachment(s):**

N/A

**TO:** Toll Bridge Program Oversight Committee      **DATE:** April 10, 2012  
(TBPOC)

**FR:** Tony Anziano – Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 4a  
San Francisco-Oakland Bay Bridge Updates  
Item- Corridor Update / Schedule

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**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

A verbal corridor update will be provided at the TBPOC meeting on April 17, 2012.

Attached are summary schedules for reference and further discussion at the meeting.

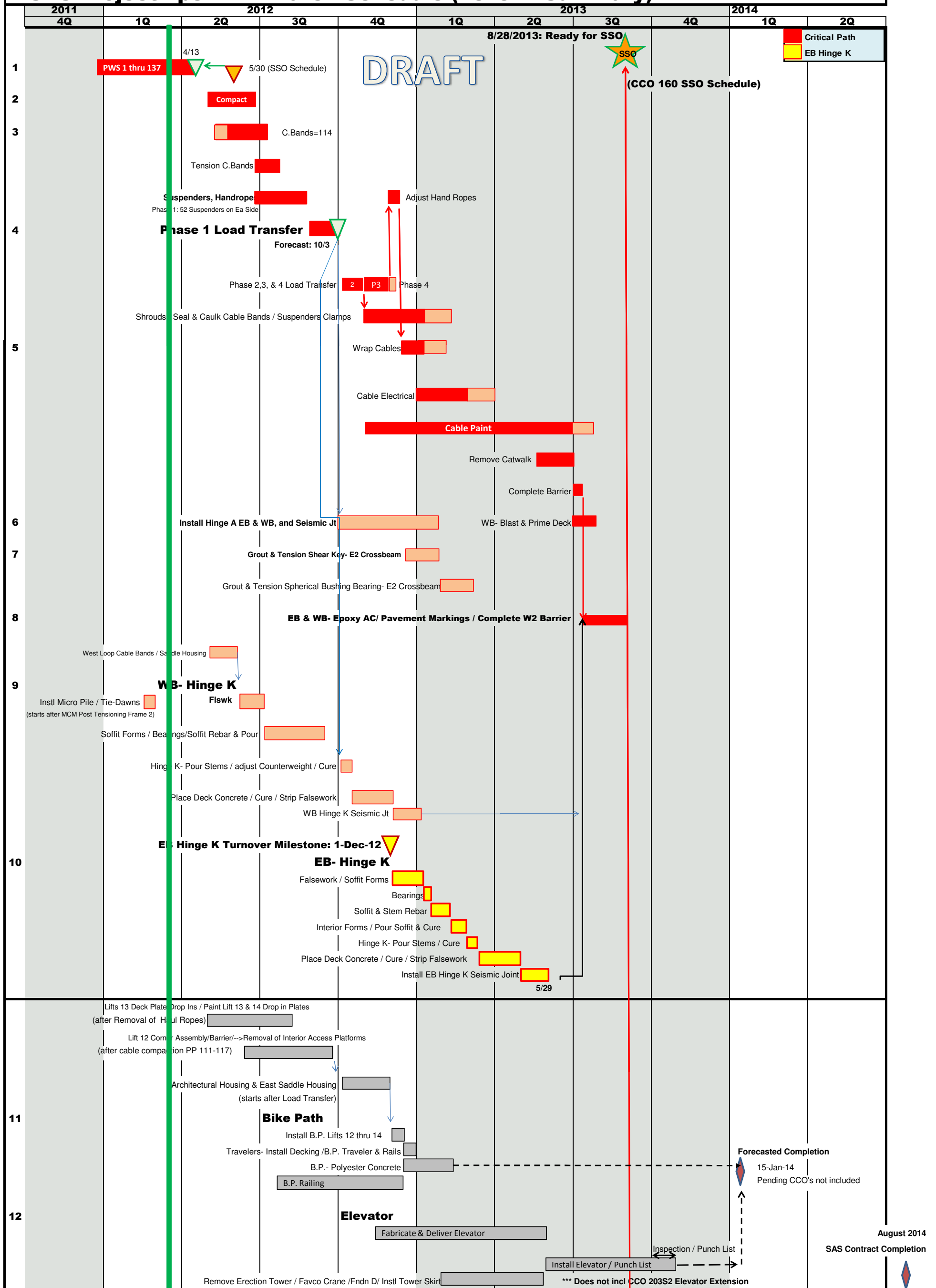
**Attachment(s):**

1. SAS Project – per ABF March Schedule (Level 2 Summary)
2. Toll Bridge Seismic Retrofit Program – Summary Schedule (SSO)



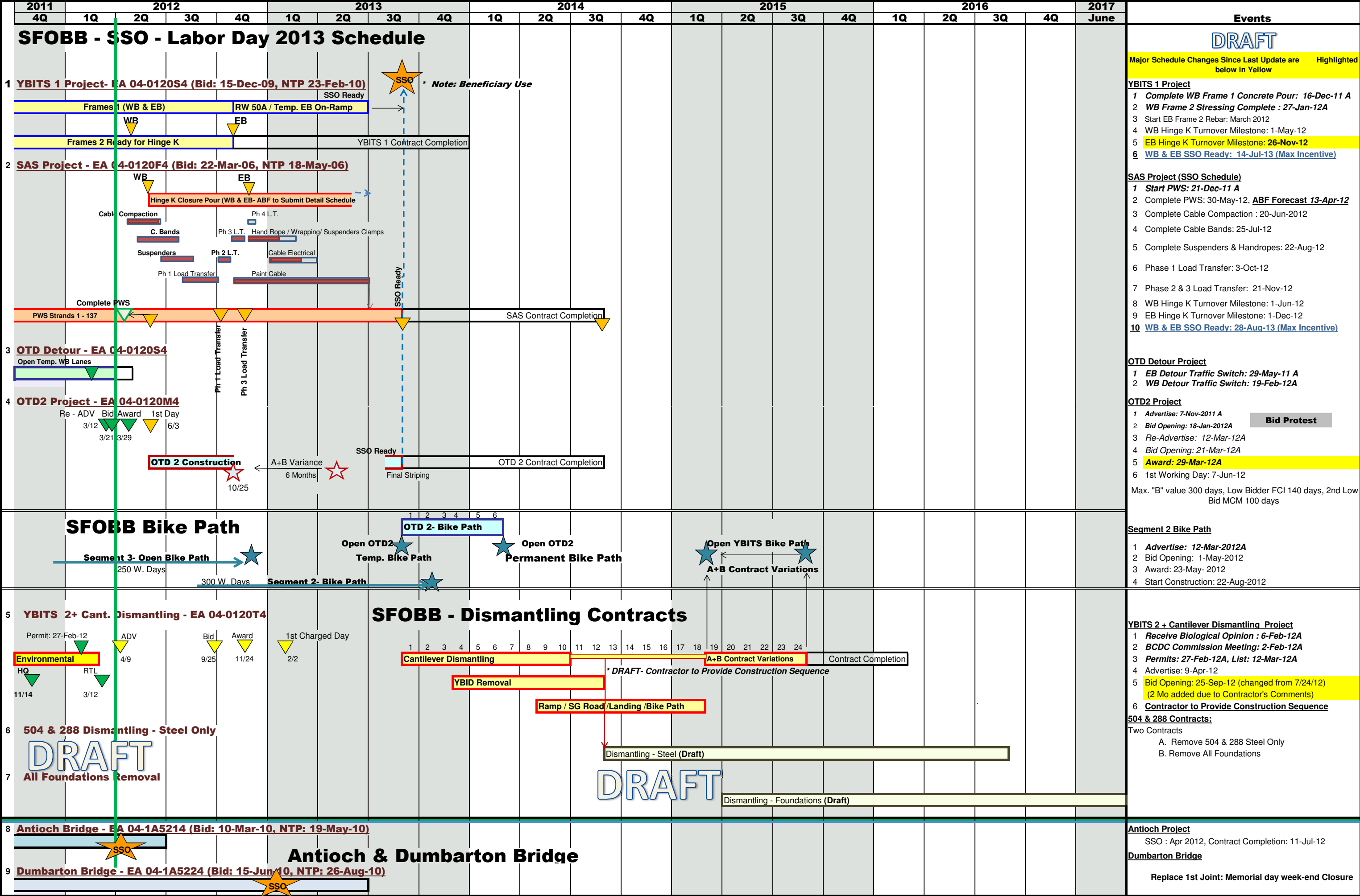
## **SAS Project - per ABF March Schedule (Level 2 Summary)**

as of 4/9/12



Toll Bridge Seismic Retrofit Program - Summary Schedule (SSO)

Update as of 4/9/2012



**TO:** Toll Bridge Program Oversight Committee      **DATE:** April 10, 2012  
(TBPOC)

**FR:** Tony Anziano, Toll Bridge Program Manager, Caltrans

**RE:** Agenda No. - 4a1

Item- San Francisco-Oakland Bay Bridge Seismic Retrofit Updates  
Yerba Buena Island Transition Structures (YBITS) No. 2  
Addendum No. 1 Request

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**Recommendation:**  
**APPROVAL**

**Cost:**  
N/A (See note below)

**Schedule Impacts:**  
N/A

**Discussion:**

The items in this addendum request are described below and shown in the attached table. Other items are under evaluation that may warrant another addendum.

There are eight separate items that affect seven plan sheets and revisions to specifications.

The elements of this addendum are:

1. Modify plan sheets and specifications for “Areas of Contractor Use” to make ABF and MCM areas available to contractor on January 1, 2014 instead of August 2014. Also addresses area on Pier 7 to be made available to the contractor.
2. Adding supplemental information handout items.
3. Change the date of the mandatory pre-award meeting to June 14, 2012.
4. Revised dismantling sequence of work for the cantilever and west tie-in structures.
5. Change the “B” days to 610 (for designated portion of work 1 – to complete on-ramp, bike path and landing area on YBI) to match the change for when area for contractor use on YBI is available.
6. Modify the Maintaining Traffic and Order of Work specifications to allow

for contractor access from Oakland via the existing bridge and OTD2 area.

7. Potential work at E9.
8. Title sheet change for new PE signature.

Schedule background:

Advertisement date – 4/9/12

Bid opening – 9/25/12

First working day – 2/2/13

Note:

1. There could be a potential cost due to upcoming negotiations with ABF for the land on Yerba Buena Island required for the “Areas for Contractor Use” for this contract.

**Attachment(s):**

Addendum #1 Item List for YBITS#2 Contract EA 04-0120T4

Item No.	Item Description	Plans (Sheets affected)	Specifications	Estimate Impact	Comments
1	Areas for Contractor's Use (Modify availability dates and areas shown on plans. Areas access tied to SAS contractor.)	Yes, C 45-47	Yes, Section 5-xx, "Areas for Contractor's Use"	No	<p>* Revised Areas for Contractor's Use regarding 04-0120F4 contract overlap to allow YBI#2 Contractor full access to overlap areas FT and FP after January 1, 2014 to perform Cantilever Truss bridge removal. (Previously, full access was granted to the YBI#2 Contractor after August 31, 2014, with access prior to this date permitted as directed by the Engineer through cooperation with 04-0120F4 Contractor.)</p> <p>* Added clarification that the Contractor's use of Pier 7 will expire in April 2015.</p>
2	Supplemental Project Information/Information Handout (Structures, Roadway, & Information for Inspection items)	No	Yes, Section 5-xx, "Supplemental Project Information" & Section 10-1.53, "Existing Highway Facilities"	No	<p><u>"STRUCTURE INFORMATION HANDOUT" listing 15 through 21 are added as follows:</u></p> <p><b>15.</b> Pre-Award Qualifications Questionnaire</p> <p><b>16.</b> Existing Bridge Modification Contract 4011 Resident Engineers Report on Deck Paving –East Bay July 19 1963 (Testing Reports and Contract Specifications)</p> <p><b>17.</b> Existing Bridge Modification Contract 4030 Resident Engineers Report on Steel Work –East Bay Sept 18 1963 (Testing Reports and Contract Specifications)</p> <p><b>18.</b> Original Bridge Caltrans Journal Article – Closure of Gap April 1936 (Original Construction Sequence)</p> <p><b>19.</b> Original Bridge Contract 4 &amp; 4A East Bay Substructure January 11 1935 (Contract Specifications)</p> <p><b>20.</b> Original Bridge Contract 5 Yerba Buena Crossing March 28 1933 (Contract Specifications)</p> <p><b>21.</b> Original Bridge Contract 7 Superstructure East Bay Crossing Final Report March 24 1937 (Material Specifications and Testing Reports)</p> <p><b>22.</b> Original Bridge Contract 7 Superstructure East Bay Crossing Specifications March 8 1933 (Contract Specifications and Cantilever Erection Procedure)</p> <p><b>23.</b> Original Bridge Tests of Heavy Riveted Joints – Second Progress Report (1936)</p> <p><b>24.</b> Original Bridge Tests of Heavy Riveted Joints – Special Report on Manganese Steel Specimens (1936)</p> <p><b>25.</b> Original Bridge Tests on Riveted Tension Members and Their Connections (1934)</p> <p><u>"DISTRICT INFORMATION HANDOUT" listing 24, 25, and 26 are added as follows:</u></p> <p><b>24.</b> Archaeological Survey Reports and Addenda</p> <p><b>25.</b> Correspondence with United States Custom Service regarding Jones Act and use of crane/barge, 2002 and 2005</p> <p><b>26.</b> Addendum to Pier 7 Settlement Agreement</p> <p><u>"INFORMATION AVAILABLE FOR INSPECTION" listings 9 and 10 are added as follows:</u></p> <p><b>9.</b> Original Bridge and Existing Bridge Modification Shop Drawings</p> <p><b>10.</b> South South Detour Viaduct Bridge 33_0006 (Temp) Shop Drawings</p>
3	Change Date of Pre-bid Meeting. Single Mandatory meeting to include Outreach, Technical Outreach, Small Business Outreach	No	Yes, Notice to Bidders & Section 2	No	The date will change from May 10, 2012 to June 14, 2012.

4	Dismantling Sequence Revisions for: (A) Cantilever, (B) West Tie-In	Yes, Plan Sheet 2 & 6 of 87 in "EXISTING CANTILEVER TRUSS DEMOLITION" plan set  Plan Sheet 3 of 29 in "WEST TIE-IN PHASE 3" plan set	No	No	
5	"B" Days and Total Contract Time	No	Yes, Section 4, Section 5-xx, "Force Account Payment," Section 10-1.36, "Time-Related Overhead," "Notice to Bidders," & "Bid Book"	Yes, change units for TRO to "WDAY"	Revised Designated Portion of Work to now begin on January 1, 2014, and to not exceed 610 days. Revised total number of working days to not exceed 1120 days.
6	Maintaining Traffic & Order of Work: Accesss via 504/288 sections	No	Yes, Section 10-1.01, "Order of Work" & Section 10-1.42 "Maintaining Traffic"	No	Revised the Contractor's access to the existing SFOBB East Bay (Br. No. 33-0025) for hauling materials to and from the project site to Oakland.  * The Contractor may use the entire bridge for a period of 360 days after existing San-Francisco Bay Bridge is closed to public traffic. (In advertised package) * After 360 days the Contractor's use of the existing bridge will be limited an 8 meter wide path on the lower deck for hauling materials to and from the project site from Oakland for an additional 180 days as approved by the Engineer. Access through the Oakland Touchdown area will be an 8 meter wide access route through the eastbound route 80 detour to the existing Maintenance Road and Burma Road. (Revised per addendum)
7	PE License	Plan sheet No.1	No	No	PE license needs to change as there is a new PE who is working on YBI#2 contract

## *Memorandum*

**TO:** Toll Bridge Program Oversight Committee (TBPOC)      **DATE:** April 10, 2012

**FR:** Mike Forner, Principal Transportation Engineer, Caltrans

**RE:** Agenda No. - 5

Item- Antioch and Dumbarton Bridge Seismic Retrofit Updates

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**Recommendation:**

For Information Only

**Cost:**

N/A

**Schedule Impacts:**

N/A

**Discussion:**

**Antioch Bridge:**

- Time Elapsed: 85% (CCO15-S1 added a 70-day contract extension.)
- Work Completed: 93%
- Remaining contingency and supplemental fund balance is \$1.6 million

Update of on-going field work is as follows:

- Suspended platforms installed at 32 of 32 total piers.  
Platforms removed at 29 of 32.
- Stair tower installation completed at 30 of 30 total piers.  
Stair towers removed at 26 of 30.
- Post-tensioning 100% complete at 38 of 38 total piers.
- Jacking stiffeners 100% complete at 41 of 41 total piers.
- Fabrication of seismic bearings completed for 82 of 82 total bearings.
- Installation of seismic bearings completed for 78 of 82 total bearings.
- Steel column casings fabrication and installation 100% complete at 116 of 116 total columns.

## *Memorandum*

- Cross bracing fabrication and installation, 100% complete, at 20 of 20 piers.
- The Contractor will begin temporary roadway removal this month.
- The two BASE System antennas were removed from Pier 19 during the week of Dec. 12. One antenna was relocated to Pier 18 per the original contract plan, and the other salvaged antenna was taken to an Electrical Maintenance yard to be relocated adjacent to Pier 4 in the future. Now, however, two new antennas have been ordered and will be relocated adjacent to Pier 4, on a tower constructed via CCO 38, and the salvaged antenna will remain in the electrical maintenance yard.
- Stiffeners for Abutment 41 have been welded in place. Brackets and HS rods for the revised falsework submittal at Abutment 41 have been fabricated and are being installed.
- Toll plaza paving is on hold, pending suitable weather and night time temperatures that meet paving requirements.

### **Dumbarton Bridge:**

- Time Elapsed: 62%
- Work Completed: 62%
- Remaining contingency \$1.18 million

Update of on-going field work is as follows:

- Pumping plant concrete is 95% complete, mechanical and electrical work is ongoing.
- Installation of the 36 inch drainage pipe at the NW frontage road is complete.
- 29 of the 32 deck access openings are complete. Access openings are recessed and smooth for the driving public.
- Installation of access platforms at Piers 16 thru 31 is complete
- Concrete coring operation is 100% complete. Pier 31 yet to be grouted.
- Pier cap widening has been completed at 14 of the 16 piers.
- Structural steel jacking frames: 8 of 14 are complete another 4 of 14 are work in progress and the last 2 of 14 are in fabrication.
- Sole plate installation is ongoing at 5 of 14 locations.
- Pier footing work is complete at piers 17 through 22, and at 25 through 30.
- Fender system retrofit at pier 23 and 24 is 50% complete.
- Pier 16 seismic joint channel assembly is in fabrication.
- EPS bearing fabrication is ongoing; 86 out of 96 bearings have been completed. The set of 9 bearings has been tested at UCSD, December 5-9, 2011.
- Ravenswood pier pile repair has started. No demolition plans have been submitted yet.
- Barrier rail demolition and re-construction is ongoing at pier 16. This work will continue for the next 8 weekends.



## *Memorandum*

- Installation of the bearings at the main span piers has been resolved. The Department has decided to go with a modified option 1. Option 1, modified requires the use of 100 ton jacks to add additional support during the lifting of the bridge. This option is estimated at \$500K and will not delay the construction schedule.
- The department will install additional strain gauges at pier 23 to verify stresses during the trial bridge jacking operation.
- Bridge lifting jack installation is underway at pier 17 thru 22.
- Bridge jacking trial lift is scheduled for Monday, April 2, 2012.
- Installation of temporary plates at pier 16 will start in April.

## **ITEM 6: OTHER BUSINESS**

**No Attachments**